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"WELCOME TO LONDON"

CHEERING CROWDS GREET THE
NAVAL DELEGATIONS

PRETTY MISS AMERICA

LOVELY GIRL SECRETARIES, "LIKE
A BEAUTY CHORUS"

DOWNING STREET CHATS

London, Yesterday.

"Welcome to London. I hope your visit will be a very successful one," said Mr. Arthur Henderson, greeting Mr. H. L. Stimson, U.S. Secretary of State, on his arrival at Paddington. Mr. Stimson thanked him cordially and introduced his co-delegates and their wives.

General Dawes and the Hon. Hugh Gibson had met the party at Plymouth, which was the first occasion that all seven delegates were together. Much interest was shown by hundreds of spectators, whom a score of luxurious motor cars with the stars and stripes fluttering from the bonnets, attracted to the station, as well as the feminine element of the party, especially the seventeen girl secretaries, chosen from 100 Government office applicants whose beauty had been hymned in American newspapers. "They are as pretty as a beauty chorus," was the general comment. Mrs. Alexander and Mrs. Wedgwood Benn came specially to welcome the ladies, who included Miss Morrow, Colonel Lindbergh's sister-in-law. The whole party numbered 100.

MET BY MR. HENDERSON

London, Yesterday.

The American delegates to the Naval Conference arrived in London and met Mr. Arthur Henderson and Mr. A. V. Alexander, First Lord. They were cheered by a large crowd.

TALK WITH PREMIER

Within an hour of his arrival, Mr. Stimson saw Mr. Ramsay MacDonald at Downing Street. Their conversation lasted for some time.

THE ITALIANS ARRIVE

Signor Grandi and part of the Italian naval delegates arrived and were welcomed by Mr. Henderson and Mr. Malcolm MacDonald, on behalf of the Prime Minister.—Reuter.

WORLD TO LISTEN-IN

When the King opens the Naval Conference on Tuesday he will address the largest audience in history. Transmitters of the British Broadcasting Corporation, Canadian Beam Wireless Service, Trans-Atlantic Telephone and Continental Telephone Services will all be used to carry the Royal speech to millions of homes. From the London Station of the British Broadcasting Corporation the speech will reach France, Germany, Italy, Norway, Denmark, Sweden, Hungary, Austria and Czechoslovakia, relayed by telephone, Belgium and Holland will receive it from Daventry Broadcasting Station and retransmit it. Australia, New Zealand, Japan, Finland and the National Broadcasting Company of the United States will be served by a wireless relay from 6SW experimental shortwave transmitter at Chelmsford. Canada will employ the Canadian Beam Transmission. The Columbia chain of broadcasting stations in the United States will use the Rugby Trans-Atlantic Telephone Service.

"FULL OF HOPE"

London, Yesterday. The George Washington with the American Naval Delegation aboard anchored in Plymouth Sound this morning two miles from the spot from where the ancestors of some of the delegates sailed, with the Mayflower Pilgrims. Mr. Stimson, interviewed by Reuter, said that they had had a comfortable voyage and "we are coming full of hope and with a great endeavour to try and make the Conference a success."

Mr. Stimson, declining to discuss questions which may arise at the Conference, did express the hope that the delegates would be able to reach agreement on the life of existing battleships.

opening session of the Conference.—Reuter.

OFFICIAL WELCOME

Rugby, Yesterday.

Mr. Stimson, Secretary of State, Mr. Adams Secretary of the Navy, Mr. Morrow United States Ambassador in Mexico and Senators Robinson and Reed, United States delegates to the Naval Conference reached Plymouth this morning and were welcomed at the quayside by General Dawes, the American Ambassador to Britain who is himself one of the delegates. The Mayor and other civic dignitaries of Plymouth and Admiral Sir Hubert Brand, the Port C. in C., were also present.

Before the delegates entrained there was a short exchange of greetings during which Mr. Stimson said that he and his colleagues had come full of high hopes and earnest endeavour to make the Conference a success. All Delegates expressed keen satisfaction that the King was now sufficiently well to honour the delegations by addressing them at Tuesday's opening sitting.

STAFF OF NEARLY 100

Accompanying the American Delegates were a staff of nearly 100 experts, secretaries and typists, and it is estimated that including special Press correspondents, approximately 1,000 people are coming to London from different parts of the world in connection with the Conference proceedings.

ITALIAN & FRENCH

Members of the Italian Delegation arrive to-day and to-morrow, and French Delegates to-morrow and Sunday. All will have arrived by Monday when, in the afternoon, the chief delegates will meet at No. 10, Downing Street, to decide details of procedure and other preliminaries.

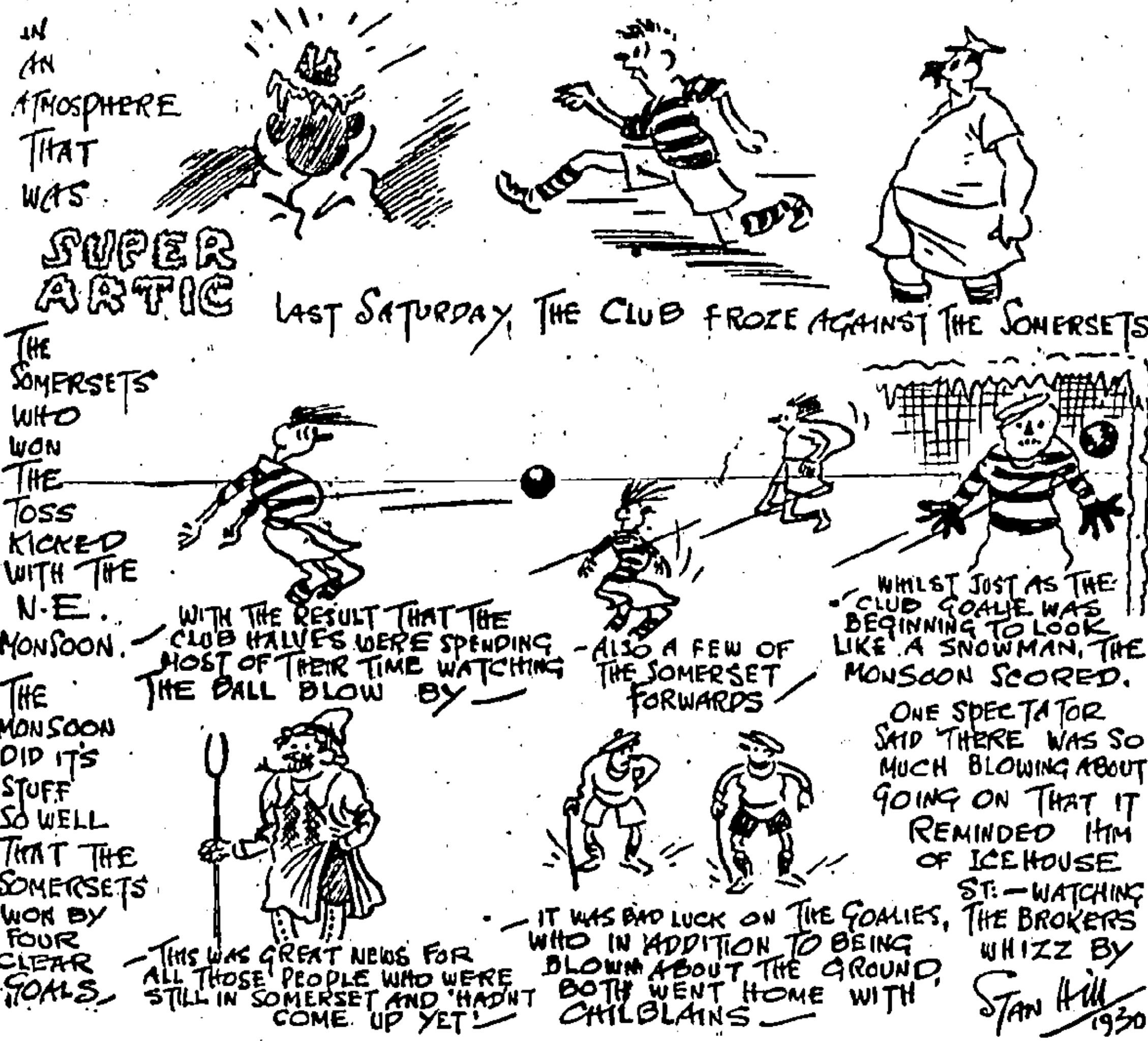
OPENING TO BE BROADCAST

At Tuesday's Plenary Session which will be broadcast from all British Broadcasting Company's stations, including the Short Wave Empire Station 68.W., and will be relayed in about a dozen countries. The King's opening address will be followed by the speech of the Prime Minister, Mr. Ramsay MacDonald. The chief delegates of other Powers will then speak in alphabetical order, Mr. Stimson representing America, following Mr. MacDonald.

FUTURE OF BATTLESHIPS

Considerable attention which in Britain at least is highly favourable, is given to the proposal on which the British Government hope to secure agreement, for prolonging the life of existing battleships.

"IT'S AN ILL WIND," ETC.



until the next revision of Naval Armaments in five or six years' time. They desire also to secure agreement at once that when that time comes, new battleships built to replace those which will thus be out of date—if it is still thought necessary to replace them—should be of smaller tonnage and gunpower. A proposal much to the same effect was made by the late Conservative Government at the Geneva Conference, and met with hopeful reception. Lord Bridgeron estimated that if it had been adopted it would have meant the saving of about fifty millions sterling in the period of replacement.

TIMES BENEDICTION

The London Times says, "No doubt the reductions advocated can hardly be as sweeping as both economists and an important section of naval opinion would like to see them. The British Government are rightly sensitive to the danger of bringing forward too drastic proposals which might wreck all chance of agreement. But after long years, during which through unrestricted competition the size and cost of every class of warship have soared continuously upward an agreement to reverse the process would be a very welcome achievement.—British Wireless Service."

JAPAN AND CAPITAL SHIPS

Tokyo, Yesterday. Japan's interest in the Naval Conference is evidenced by the fact that Mr. Ramsay MacDonald's statement to the Press on Wednesday was cabled verbatim to Tokyo, where it was carefully studied by the Foreign Office.

Mr. MacDonald's proposal for the eventual abolition of capital ships is judged to be particularly significant. The official spokesman of the Foreign Office said that while general Japanese opinion was hardly ready to accept the idea, it was promising a "sympathetic response" in a wide and influential circle. He stated that Japan was agreed to an extension of the capital ship "holiday" until 1935, and "if within that period American and British opinion approved of capital ship abolition, the Japanese people would probably be ready to follow their lead."

It was pointed out that Japan's capital ship fleet cost a larger proportion of her national income than that of any other Power; hence the strong conservative feeling against scrapping ships for which the nation had sweated to pay.—Reuter.

AIR MAIL THEFT

Snatched By Men in Motor Car

Rugby, Yesterday. After six mail bags had been delivered at the Air Ministry to-day two of them were snatched by a man who drove off with a confederate in a motor car. It is not thought that any document of great importance has been taken. The most important papers are not sent through the post but delivered by hand either by officials or Government messengers.—British Wireless Service.

ALLEGED PIRACY SUSPECTS

CHARGE SHEET "A THOROUGH MIX-UP"

"SOMEONE IS RESPONSIBLE"

Three Hokkaido were produced before Mr. Hamilton, at the Central Magistrate's Court, on charges in connection with the recent attempted piracy on board the s.s. Halching, of the Douglas Co.

The third man was wearing an overcoat and looked pale and haggard.

Referring to him, Mr. Hamilton asked: Is this the gentleman who was dying a week ago?

Mr. L. R. Andrews, Assistant Crown Solicitor: Yes, your Worship. Magistrate: He doesn't look too well.

Then Mr. Hamilton inspected the charge sheet before him and

DRIZZE OR MISTY

To-day's weather report, issued at 10.50 a.m. by the Royal Observatory, states:—

The anti-cyclone remains in the North of the Yangtze Valley, and has increased slightly in intensity.

Fresh monsoon will prevail along the China coast and over the North China Sea. Forecast:—N.E. winds, fresh; cloudy, with drizzle or mist.

remarked: "It is all wrong here; a thorough mix-up."

He went on to say that originally the first two men were charged with the murder of Mr. Woodward, the third officer of the ship, and now the third man had been brought in, in his absence, and charged with piracy!

Mr. Andrews replied that he understood that all three men were to be charged in respect of the murder of Mr. Woodward; in respect of the murder of the Indian Guard, Khalil Singh; and in connection with the piracy. He had nothing to do with the charging of the men.

Mr. Hamilton replied that he couldn't help it, adding "Someone is responsible."

Another Remand. Mr. Andrews then asked for a remand for half an hour to enable him to see Mr. T. Murphy and have the matter straightened out. He stated that all he knew was that the charge which was sent to him was that in connection with the murder of Mr. Woodward, and he sent up two other charges in connection with the murder of Khalil Singh, and the piracy.

Mr. Hamilton thought it would be better if he gave until Tuesday to have the matter straightened out, adding: "Will you be prepared to open on Wednesday morning?"

pared to open on Wednesday morning?"

Mr. Andrews replied in the affirmative and said that he would have about 28 witnesses, some of whom would be very brief—only formal.

Date Fixed

His Worship fixed the hearing of the case to open at 11.15 a.m., on Wednesday and continue at 2.15 p.m., on Friday.

Mr. Andrews: Shall I have to attend on Monday?

Mr. Hamilton: Monday or Tuesday morning, whichever suits you.

Mr. Andrews chose Monday morning.

Mr. Hamilton then said that what he wanted was to have all the charges withdrawn and a new front sheet put in with the names of all three accused on it and all the charges set out. He could enter in his depositions that owing to errors the original front sheet was withdrawn.

Mr. Andrews agreed to have that done.

Then, after examining the charge sheet further, Mr. Hamilton said that one of the charges would have to be withdrawn—the one in which the third accused's name appeared, charged with piracy only.

Mr. Andrews said that he did not draw it up and did not know it was in.

Magistrate: But you are responsible.

Only Technical

After a pause, Mr. Hamilton added: "It is only technical."

The three accused were then formally remanded until 10 a.m. on Monday.

Then Mr. Andrews repeated that he was not responsible for this state of affairs. All he knew was that Mr. Fitzroy had drafted only the charge which was put in the first place, relating to the murder of Mr. Woodward. The statements in answer to that charge were sent to him. The statements in answer to the piracy charge was not sent to him, and he never gave authority for them to be put in at all.

The Magistrate replied that it was technical, but very annoying, and asked Mr. Andrews to go into the matter.

An Explanation

It was explained to Pressmen by Mr. Andrews that originally the first two men were charged with the murder of Mr. Woodward, and when the third man came out of hospital, he sent up to Mr. Murphy two other charges accusing all three men with the murder of the Indian Guard, Khalil Singh, and with piracy with violence. He could not understand how the charges got mixed up in such a way that the various men were charged with different offences separately.

INDO-CHINA FLIGHT

Laois, Yesterday. Colonel Weiss and Commandant Grier took off and set course towards Tula this morning en route for Indo-China by easy stages.—Reuter.

SNOWDEN'S CAUSTIC BROADSIDES

DELEGATES SHOULD BE LOCKED UP WITHOUT FOOD OR DRINK

STUNG INTO ACTION

The Hague, Yesterday. Mr. Snowden's broadsides against German daily dallying had an immediate effect last week. He has now found another target in the Little Entente and Hungary, whom to-day were accused of nothing but talk for a fortnight. There were only two alternatives: to postpone the conference to Doomsday or lock up the delegates without food or drink until they agreed, whereupon the delegates concerned closeted themselves together, fully determined to settle non-German reparations.

The mobilisation of reparations bonds has been settled and the International Bank will float before October 31, 1930, a loan of \$300,000,000, of which the creditors will get two-thirds, and Germany the remainder. Germany undertakes to consult the International Bank before raising loans abroad, in order not to impede the issue. Further, reparations bonds in the Swedish Match Trust Loan of 500,000,000 marks, will not be placed in the international market for four years.—Reuter.

Refuse To Sign

The Hague, Yesterday.

The representatives of Yugoslavia, Rumania and Czechoslovakia have refused to sign the Young Plan unless an agreement is reached with Hungary. There is still no indication if such an agreement is in sight.—Reuter.

SHOULD A WIFE HAVE LEGAL RIGHTS?

U.S. COURT UPHOLDS HER HAVING SEPARATE DOMICILE

A RECENT CASE

New York, Yesterday.

The right of a wife to maintain a separate domicile from her husband was upheld in the United States Customs Court in a case where Madame Ganna Walska, an opera singer, the wife of Harold F. McCormick, resisted the efforts of Customs officers to levy duty on her jewels and other personal property, on the ground that she resided in Paris and was entitled to the exemption allowed to foreign visitors. Miss Genevieve Cline, the first woman, justice appointed to any Federal Court, supports the opinion of Madame Walska that the rights of women to distinct legal entity should be recognised.—Reuter's American Service.

VICEROY GUARDED BY DETECTIVES

VISITORS CREDENTIALS RIGOROUSLY SCRUTINISED

PRESS HELD UP

Bombay, Yesterday. Police precautions in guarding Government House, where the Viceroy Lord Irwin, is staying, are elaborate. At any regular visit the grounds of the Governor's residence are swarming with detectives, who rigorously scrutinise the credentials of every visitor. Pressmen who arrived at Government House this morning to write up the visit of the Moslem deputation to the Viceroy to congratulate him on his escape from the bomb explosion, were lengthily held up, firstly at the main gate and then outside the Durbar Hall, where the Viceroy received the deputation.—Reuter.

CLASS HATRED

Newspaper Seized by the Police

Berlin, Yesterday. The police have confiscated the whole of to-day's issue of the Communist newspaper Rote Fahne on the ground that it contained articles calculated to provoke criminal acts, high treason and class hatred.—Reuter.

Germany Has Imposed Heavy Penalties on Three Apsles for Betrayal to a Foreign Power of "Military Secrets" of Civil Aviation

A wireless loud-speaker has been fitted to a taxi-cab in Paris. The experiment is said to "work very well."

NEW BRITISH AIR SERVICE

FLIGHTS TO IRELAND, SWEDEN AND S. AFRICA PLANNED

POWERFUL FLYING BOATS

Rugby, Yesterday.

It is understood this year's estimates of the Air Ministry will provide for an increased expenditure on civil aviation largely for flyingboat development and the subsidising of the new commercial airways. The extension of inland air lines is under contemplation. If agreement can be reached with the Irish Free State, a regular service to Belfast and Dublin will be opened. In addition, negotiations have been going on regarding the inauguration of a regular flyingboat line between Norway and Sweden and either the mouth of the Thames or some suitable port on the East Coast.

The Air Ministry, it is stated unofficially, has decided also to develop on an extensive scale large commercial flyingboats. Some of these are already on the stocks; others will be laid down, during the coming financial year. Although these new planes will be of experimental types, they will, if the trials are successful, be built in considerable numbers. They will be all-metal and most of them will be able to carry between 40 and 50 passengers. Their range will be of about 1,000 miles. One of the first to be launched will have accommodation for 50 passengers and, if the present intention of equipping it with six Napier engines is followed, it will be driven by over 4,000 horsepower. It is expected that this vessel will be tried out on the first stages of the Cairo-Cape airway, which will have been opened before the end of the year.—British Wireless Service.

R. 100'S LONG FLIGHT

Safe Return After 13½ Hours in Air

Rugby, Yesterday.

The airship R-100 which left Cardington soon after nine o'clock yesterday morning with 58 persons on board was moored at Cardington last late last night after a flight of nearly thirteen and a half hours.

During the early part of the flight speed trials were carried out which were quite successful, an estimated speed of 81.5 miles per hour being attained. For the greater part of the day the ship flew at a height of 2,000 feet above thick fog and low clouds which generally obscured the ground. Positions were obtained by wireless telegraphy, when required. The main purpose of the flight was to run the ship at full speed in order to test alone. An experimental system of attachment has been adopted which, it is hoped, may have as much as four tons in weight in future ships.

High Winds Defied

High winds were encountered during the flight but the speed attained was the highest yet recorded by the airship. She returned in darkness to Cardington against a wind of forty miles an hour and although low clouds permitted only momentary glimpses of the ground the operation of locking her home on the masthead occupied only 22 minutes.—British Wireless Service.

TENDERS ACCEPTED

It is notified that the following tenders have been accepted:—

Woo Hing Contractors, \$470, for the purchase of condemned Barge "S.D.D." Messrs. Sang Lee & Co., for maintenance, etc., of nullahs, etc., in Hong Kong, Western during the year 1930 at 80 per cent. more than the Government schedule of prices.

Messrs. Li Sang & Co., for maintenance, etc., of nullahs, etc., in Hong Kong, Eastern during the year 1930 at 75 per cent. more than the Government schedule of prices.

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M.V. "ESQUILLINO" Sails on or about 30th January.
M.V. "COL DI LANA" Sails on or about 18th February.
M.V. "ROMOLO" Sails on or about 2nd March.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "HILDA" Sails on or about 25th January.
M.V. "REMO" Sails on or about 4th February.
S.S. "DUCHESSA D'AOSTA" Sails on or about 22nd February.
M.V. "ESQUILLINO" Sails on or about 4th March.

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| TENYO MARU | Wednesday, 22nd January. |
| KOREA MARU | Thursday, 6th February. |
| SEATTLE, VICTORIA via Shanghai & Japan Ports. | |
| IYO MARU | Tuesday, 28th January. |
| SIBERIA MARU | Wednesday, 12th February. |
| LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez. | |
| HAKOZAKI MARU | Saturday, 25th January. |
| HAKUSAN MARU | Saturday, 8th February. |
| SYDNEY & MELBOURNE via Manila & Ports. | |
| AKI MARU | Wednesday, 22nd January. |
| KAGA MARU | Wednesday, 19th February. |
| BOMBAY via Singapore, Penang, & Colombo. | |
| NAGATO MARU | Thursday, 23rd January. |
| BENGAL MARU | Friday, 31st January. |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama. | |
| BOKUYO MARU | Monday, 27th January. |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports. | |
| BINGO MARU | Wednesday, 5th February. |
| NEW YORK, BOSTON via Panama. | |
| ATAGO MARU | Saturday, 1st February. |
| LIVERPOOL via Port Said, Constantinople, Genoa. | |
| DELAGOA MARU | Monday, 17th February. |
| CALCUTTA via Singapore, Penang & Rangoon. | |
| CEYLON MARU | Wednesday, 29th January. |
| SHANGHAI, KOBE & YOKOHAMA. | |
| MORIOKA MARU | Monday, 20th January. |
| HARUNA MARU | Monday, 20th January. |
| LYONS MARU | Friday, 24th January. |

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| | |
|--|-----------------------------|
| LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore | |
| ALTAI MARU | Sunday, 19th January. |
| DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town. | |
| MONTEVIDEO MARU | Wednesday, 22nd January. |
| HAWAII MARU | Tuesday, 25th February. |
| SHANGHAI—Via Singapore & Colombo. | |
| SHUNKO MARU | Sunday, 19th January. |
| HONOLULU MARU | Monday, 3rd February. |
| (Proceeds to Karachi.) | |
| URBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo. | |
| CHICAGO MARU | Friday, 7th February. |
| CUTTACK—Via Singapore, Penang & Rangoon. | |
| BORNEO MARU | Saturday, 18th January. |
| SEATTLE MARU | Saturday, 1st February. |
| PORTA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai. | |
| AFRICA MARU (From Shanghai) | Sunday, 2nd February. |
| BOURNE—Via Manila, Brisbane & Sydney. | |
| HIMALAYA MARU | Friday, 7th February. |
| IPHONG—Via Hong Kong & Peking. | |
| MENADO MARU | Thursday, 28th January. |
| YOKO—Via Japan ports, San Francisco & Panama. | |
| AMAZON MARU | Tuesday, 21st January. |
| MADRAS MARU | Friday, 24th January. |
| BLUNG—Via Swatow & Amoy. | |
| CANTON MARU | Sunday, 19th January, Noon. |
| HOVAN MARU | Sunday, 26th January, Noon. |
| KAO—Via Swatow & Amoy. | |
| KAO & KIELING. | |
| BATAVIA MARU | Saturday, 8th February. |

For further particulars please apply to:- OSAKA SHOKEN KAISHA, Ltd. Central No. 4865, 4866, 4867.

PIRACIES AND WRECKS

Review of Shipping on China Coast For 1929

SEA'S HEAVY TOLL

Twelve Steamers and One Man-of-War Sunk

PRINCIPAL ACCIDENTS

Thirteen large vessels, all regular visitors to the Port of Shanghai, went to the bottom during the past year. With the exception of the Chinese str. Yuen Lee which sank in the Garden Bend and the C.N.S. Tungting which sank in the Yangtze just below Hankow, all were wrecked or foundered at sea. Included in this total is the Italian destroyer Muggia which ran on to Finger Rock near Foochow and was abandoned. The first big disaster of the year occurred on January 13 when the China Merchants str. Hsin Wah sank near Waglan Island after striking a rock.

THE HAICHING PIRACY

There were five major piracies and many minor ones. The outstanding piracy of the year was that perpetrated on the Douglas str. Haiching when the pirates set fire to the ship after their attack had been repulsed by the captain, officers, engineers, and Indian guard.

Perhaps the worst disaster of the year was the sinking of the China Merchants str. Hsin Wah referred to above. The vessel struck a rock at night in terrible weather and many passengers were drowned in the icy waters.

An Outstanding Event

The outstanding event of the year in shipping was the saving of the C.N.S. Fengtien whilst on a voyage from Tientsin to Shanghai. The vessel left Tongku on December 12, and encountered mountainous seas and a blinding snow storm. She was driven far off her course, the propeller shaft was broken and repaired by the engineers whilst the ship was pitching and rolling to an alarming extent, and after battling the elements for 132 hours, the vessel arrived in Chefoo harbour. The normal run is 18 hours. The greatest heroism was displayed by captain, officers, engineers, and crew and the story of the terrible voyage has been told and retold many many times. The ship arrived in Shanghai on December 21 and a full account of the trip is given in the North-China Sunday News dated December 22.

There is one matter which might be mentioned and that is the lack of accidents in the Tientsin district. This is, of course, due to the fact that the river has been closed during the greater part of the year and also that there has not been the usual volume of trade from inland points.

Some Surprising Statistics

During the year under review nearly 1,000 wrecks, and or shipping accidents and casualties have occurred either at sea off the China coast, in the rivers, or in the harbours.

In the Yangtze estuary, approaches to Shanghai, and in the harbour itself, something approaching 300 shipping accidents—large and small—have taken place during the year. This total cannot be said to be abnormal but it will be remembered that during the first months of the year—March in particular—collisions and accidents in which ocean liners and the larger steamers entering and leaving the port were involved were more in evidence than in previous years. In one case, four ships were in collision in one day.

As has been stated the figures are not abnormal when one considers the vast amount of shipping which enters and clears the port of Shanghai.

A conservative estimate of the tonnage of vessels using this port in the course of the year is as follows:

| | Tonnage |
|----------------|-------------------|
| Ocean steamers | 12,000 30,000,000 |
| River steamers | 5,000 7,000,000 |
| Other craft | 6,000 |

Cargo Boat Collisions

The files show that there were many accidents with loss of life in which cargo boats, stone and brick boats, and various native craft were involved. These unfortunate occurrences were in most cases undoubtedly due to the inability of loadahs to judge the distance and speed of oncoming steamers and, also, it must be said, to their apparent disregard of the rules of the river. These accidents were almost all of the "running down" type. For instance a steamer would be leaving port with a strong tide running with her and accordingly not able to reduce her "way" as quickly as she would, ordinarily be able. A cargo boat would be seen attempting to cross the river. Warning blasts would be sounded by the steamer. These would be disregarded by the cargo boat loadah except that he would induce his men to "yuloh" for all they were worth. Too late, the loadah would find that he had misjudged the distance and speed of the oncoming vessel with the result that a relentless and towering bow crashed into his craft cutting it in

two and throwing all hands in the river. To enable boats to be lowered, difficult manoeuvres had to be accomplished on the part of those in charge of the steamer—often endangering other shipping in the vicinity. Later, those picked up had to be put down somewhere with more loss of time to the steamer and more danger. And all this unnecessary trouble caused through an incompetent loadah who might easily have waited until the larger and engine-propelled vessel had passed. Many such accidents occurred during the year and the records are full with such occurrences.

The Piracies

We will deal first with the piracies which are set out in detail as follows:

On September 12, the Norwegian str. Botnia was boarded by pirates at Haichow. Capt. Haaland (64 years of age) and Mr. H. Westheim, the chief officer, were taken prisoners and held for ransom. They were forced to walk many miles over rough country but eventually escaped after fearful treatment. They were threatened and beaten and the pirates mentioned a sum of \$500,000 as ransom money.

On September 21, the O.S.K. str. Deli Maru was pirated whilst on a voyage to Swatow from Hong Kong and taken to Bias Bay. The pirates were led by a woman. Many passengers were wounded and several were taken for ransom. H.M.S. Sandwich sent a party of blue-jackets on board and escorted the vessel to Hong Kong.

On October 17, the L.C.S. Kiawo was boarded by pirates in the guise of passengers whilst on a voyage between Chungking and Foochow Soochuan. The foreign officers were robbed of money and valuables to the value of \$3,000 and passengers were estimated at \$5,000. The leader and another pirate were subsequently apprehended and identified by the foreign officers. On November 6, the C.M.S. Kwangchi was pirated and the ship was placed under the orders of the pirate leader. He used the ship to take his band to a small town called Shihpu and the pirates there raided and robbed the Bureau of Public Safety. They also robbed the passengers and held some for ransom.

The Haiching

On December 8 occurred the piracy of the Douglas str. Haiching. This was a terrible affair and Mr. K. F. Woodward, the third officer, was shot dead and Mr. R. Perry, the chief officer, was seriously wounded. Many passengers lost their lives. The attack was frustrated by the determined resistance of the captain, officers, engineers, and crew was brought to the notice of H. M. King George and their names were included in the New Year's Honours List. Capt. O. H. Farrar and Mr. Robert Perry, the chief officer, were made Officers of the Order of the British Empire. Mr. F. C. Duxon, the chief engineer, and Mr. A. F. Johnson, the second officer, were made members of the order of the British Empire. Mr. A. de Mello, the third engineer, was awarded the honourary M.B.E. He is Portuguese. The awards are worded "For personal bravery in frustrating the attempted piracy of the Douglas Shipping Company's str. Haiching early in December."

Other Reported Piracies

January 8. The Chinese steam-launch Lital was pirated and taken to Chu Yu and released after \$60,000 worth of money and valuables had been removed. Over 30 passengers were held for ransom. The piracy occurred in the Wenchow district.

May 8. The same launch was pirated again near Chang Tiao Tso. The vessel was taken to a spot off Ta Yu and used to attack a large junk which resisted. After the

pirate leader had been killed and three others wounded, the attack was abandoned, the pirates returning to Ta Yu where they released the launch.

April 4. The Chinese tugs Wen-kai and Lientung with lighters in tow in the Hankow district were pirated. The compradore was kidnapped and held for ransom and all the money and valuables on board were taken by the pirate band. Customs documents were destroyed.

April 19. The Japanese str. Fouling Maru was fired on by troops one mile below Shasi. The Japanese chief engineer, a naval officer, and a Chinese sailor were killed. The Chinese boatswain and four Japanese soldiers were wounded by rifle and shell fire.

August 18. The Chinese str. Shenglee struck a rock off the south coast of Sand Island in the Haitian Straits. She became a total loss. Pirates boarded her and after ransacking the vessel took the captain and officers and held them for ransom.

May 13. The Chinese m.v. Man-sang was boarded at the junction of the north and west rivers. The vessel was carrying Kuangsi soldiers and after they had been landed the vessel was bombed by a Kuangtung gunboat and burnt to the water's edge.

Many other minor piracies occurred during the year at various points off the coast in which junks and launches were the unfortunate victims. Many lives were lost and much cargo was stolen or destroyed.

The Unlucky Thirteen

Details of the steamers sunk are as follows:-

January 15. The China Merchants str. Hsin Wah sank near Waglan Island after striking a rock. There was great loss of life.

January 20. The Chinese str. Hengchong sank 15 miles N.W. of Shawsheishan lighthouse. Over 50 lives were lost.

February 17. The Chinese str. Pingfu struck a rock, sank, and later was blown up at a spot about 32 miles above Ichang.

March 12. The Norddeutscher Lloyd str. Giessen struck Buton Rock and later broke in two. No lives were lost and the bulk of the cargo subsequently was saved. Included in the salvage was a telegraph cable weighing 350 tons—16 nautical miles in length—and valued at \$12,000.

March 25. The Chinese Government patrol trawler Fu Hai foundered near Kiuton Beacon.

March 26. The Italian destroyer Muggia ran on to Finger Rock near Foochow and was abandoned. All officers and ratings were taken off.

March 27. The Chinese str. Kangtai collided with the Italian man-of-war Libia near the Quarantine Buoy off Woosung and sank. Over 60 lives were lost.

March 30. The C.N.S. Tungting struck an uncharted rock off the Low Point in the vicinity of Spit Hill just below Hankow and sank in 39 ft.

July 21. The C.M.S. Hainkong collided with the N.Y.K. Tatsuuma Maru near the N.E. Promontory in the vicinity of Weihaiwei. The collision occurred in a fog and the Hainkong sank immediately in 25 fathoms.

August 6. The Chinese str. Hong-on sank in a typhoon near the N.E. point of Hainan Island. Many lives were lost.

August 8. The Ching Kee str. Sheng Lee sank in a typhoon near Hainan Island with all hands.

(Continued on Page 5.)

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| | Hong Kong | Shanghai | Kobe | Yokohama | Vancouver |
|-------------------|-----------|----------|----------|----------|-----------|
| Leave | Leave | Leave | Leave | Leave | Arrive |
| EMPRESS OF RUSSIA | Feb. 12 | Feb. 15 | Feb. 18 | Feb. 20 | Mar. 1 |
| EMPRESS OF ASIA | Mar. 5 | Mar. 8 | Mar. 11 | Mar. 13 | Mar. 22 |
| EMPRESS OF CANADA | Mar. 19 | Mar. 22 | Mar. 25 | Mar. 27 | Apr. 4 |
| EMPRESS OF RUSSIA | Apr. 9 | Apr. 12 | Apr. 15 | Apr. 17 | Apr. 26 |
| EMPRESS OF ASIA | Apr. 30 | May 3 | May 6 | May 8 | May 17 |
| EMPRESS OF CANADA | May 15 | May 18 | May 20 | May 22 | May 30 |
| EMPRESS OF RUSSIA | June 4 | June 7 | June 10 | June 12 | June 21 |
| EMPRESS OF ASIA | June 25 | June 28 | July 1 | July 3 | July 12 |
| EMPRESS OF CANADA | July 10 | July 13 | July 15 | July 17 | July 25 |
| EMPRESS OF RUSSIA | July 23 | July 26 | July 29 | July 31 | Aug. 9 |
| EMPRESS OF JAPAN | Aug. 7 | Aug. 10 | Aug. 12 | Aug. 14 | Aug. 22 |
| EMPRESS OF ASIA | Aug. 20 | Aug. 23 | Aug. 26 | Aug. 28 | Sept. 6 |
| EMPRESS OF CANADA | Sept. 4 | Sept. 7 | Sept. 9 | Sept. 11 | Sept. 19 |
| EMPRESS OF RUSSIA | Sept. 17 | Sept. 20 | Sept. 23 | Sept. 25 | Oct. 4 |
| EMPRESS OF JAPAN | Oct. 2 | Oct. 5 | Oct. 7 | Oct. 9 | Oct. 17 |
| EMPRESS OF ASIA | Oct. 15 | Oct. 18 | Oct. 21 | Oct. 23 | Nov. 1 |
| EMPRESS OF CANADA | Oct. 28 | Nov. 1 | Nov. 4 | Nov. 6 | Nov. 14 |
| EMPRESS OF RUSSIA | Nov. 12 | Nov. 15 | Nov. 18 | Nov. 20 | Nov. 29 |

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|----------------|---------|-------------------|-----------|
| Hong Kong | Manila | Manila | Hong Kong |
| Feb. 3, 5 p.m. | Feb. 5 | EMPRESS OF ASIA | Feb. 5 |
| Mar. 9, 5 p.m. | Mar. 11 | EMPRESS OF CANADA | Mar. 14 |

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| S.S. "TAI HING" | S.S. "TAI MING" |
|--------------------------|-------------------------------|
| [1,068 tons—Capt. Trot.] | [649 tons—Capt. G. J. Spink.] |
| JANUARY. | JANUARY. |
| WED. 22nd | MON. 27th |
| MON. 27th | MON. 20th |
| SAT. 25th | SAT. 25th |

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|------------|--------|----------------------------|--|
| KHIVA | 9,135 | 18th Jan. Noon | M'selles, L'don, R'dam & A'werp. |
| MIRZAPORE | 6,715 | 22nd Jan. | Straits, Colombo & Bombay. |
| JEYPORE | 5,315 | 25th Jan. | M'selles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| MANTUA | 10,946 | 1st Feb. | Bombay, M'selles & London. |
| KARMA | 9,128 | 15th Feb. | M'selles, London, Hull, Rotterdam & Antwerp. |
| KIDDERPORE | 5,334 | 19th Feb. | Straits, Colombo & Bombay. |

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BRITISH INDIA-APCAR SAILINGS.

| TAKADA | 6,949 | 21st Jan. 2.30 p.m. | Singapore, Penang & Calcutta. |
|---------|--------|------------------------|-------------------------------|
| TALMA | 10,000 | 2nd Feb. | Singapore, Penang & Calcutta. |
| SHIRALA | 7,841 | 10th Feb. | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,938 | 20th Feb. | Singapore, Penang & Calcutta. |
| TILAWA | 10,006 | 3rd Mar. | Singapore, Penang & Calcutta. |

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and 2nd class passengers. All steamers are fitted with wireless and
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EASTERN & AUSTRALIAN SAILINGS (South).

| *NELLORE | 6,853 | 31st Jan. | Manila, Sandakan, Thursday Island, |
|------------|-------|-----------|------------------------------------|
| TANDA | 6,858 | 31st Jan. | Townsville, Brisbane, Sydney & |
| ST. ALBANS | 4,500 | 4th Apr. | Melbourne. |

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| SHIRALA | 7,841 | 19th Jan. 6 a.m. | Amoy, Shanghai, Moji, Kobe & Osaka. |
|------------|--------|---------------------|-------------------------------------|
| KASHMIR | 8,982 | 20th Jan. | Shanghai, Moji, Kobe & Yokohama. |
| TAKLIWA | 7,938 | 30th Jan. | Amoy, Moji, Kobe & Osaka. |
| MACDONIA | 11,120 | 31st Jan. | Shanghai, Moji, Kobe & Yokohama. |
| TANDA | 6,950 | 4th Feb. | Moji, Kobe, Osaka & Yokohama. |
| TILAWA | 10,006 | 10th Feb. | Amoy, Moji, Kobe & Osaka. |
| KALYAN | 9,144 | 15th Feb. | Shanghai, Moji, Kobe & Yokohama. |
| RAWALPINDI | 10,510 | 28th Feb. | Shanghai, Kobe & Yokohama. |
| ST. ALBANS | 4,500 | 11th Mar. | Moji, Kobe, Osaka & Yokohama. |
| MALWA | 10,980 | 14th Mar. | Shanghai, Moji, Kobe & Yokohama. |

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Hong Kong, April 1, 1924.

PIRACIES AND WRECKS

(Continued from Page 4.)

October 20. The Chinese str. round and the propellers fouled a
Yuen Lee sank in the Garden buoy in mid stream and sank it.
Bridge bend after colliding with the Mooring chains belonging to the
the Japanese str. Taitan Maru. The Italian cruiser Libia and to the
wreck was a menace to shipping. Japanese str. Shunten Maru were
until the funnel and masts were attached to this buoy and they, of
removed by explosives. course, parted. The latter vessel

November 15. The Chinese str. swung round to foul another buoy
Yung Kia was wrecked at Dah An and the Libia swung round just
off Dah Yang-san in the vicinity of to clear a vessel which was proceeding
Wenchow. to sea. Intensive work on the part
of the pilot and crew of the Fran-
collisions and accidents conia and the Dock company (who
January supplied divers and gear) enabled
The first big accident occurred on the liner's propellers to be cleared
January 13. The str. City of Bed- of the mooring chains at 5 p.m. on
ford first collided with the Kiutoan the same day and she left at 10
light vessel and then with the m.v. a.m. on the following day to con-
Glenogle. Much damage was sus- tinue her task of transporting
tained by all three vessels. tourists round the world. A
On January 20, the Chinese str. feature of this accident was the
Hengchong foundered near Shawei- excellent work of the pilot, Capt.
shan light house. A strong gale S. P. Jorgensen, in the face of
was blowing at the time and the innumerable difficulties.

On April 14, the Chinese str. was stranded at Woosung. The
U.S. Transport Henderson was vessels struck the wreck of the str.
in trouble on three occasions. Kangtai (above referred to) and
Entering the port the vessel was then went aground on the end of
in collision with the Chinese str. the Woosung training wall being
Hwapheng near Tungkuo buoy badly holed. She was refloated on
inflicting slight damage to the April 21 and brought to the Inter-
smaller vessel. In the lower part national Dock for repairs.
of the harbour, the Henderson fouled The Norwegian str. Vale ground-
the anchor chains of a large ed in the river on April 25. The
lighter. This occurred through the vessel was carried off her course
Henderson dropping her anchor and by the strong tide and crashed in-
the lighter's anchor chain was to the Peking Road jetty and
broken. Later, in the upper section grounded. The pontoon was badly
of the harbour, the transport at- damaged and a large lighter was
tempted to swing and in so doing crushed between the vessel and the
struck a large cargo boat with her Bund. The steamer was refloated
stern and the boat sank with loss of some hours later and sustained
life. All cargo was lost. little damage.

January 29 saw another three May
steamer collision. The British str. On May 12, a Japanese lighter
Yunnan fouled the buoy to which owned by the Tokyo Salvage Co.,
the Chinese str. Kiangyue was capsized and sank in a heavy sea
secured, set the vessel adrift and whilst engaged on salvage work in
she swung round to crash into connection with the wreck of the
the str. Toonan inflicting considerable N.D.L. str. Giessen which struck
damage. This occurred in section, the Button Rock on the night of
2 of the harbour. March. Much cargo was lost
but the salvage crew were picked
February up.
On February 6, larger craft were The N.D.L. str. Trave and the
involved. The German str. Havel- Lloyd Trieste str. Venezia were
land was leaving port at high speed in collision in the Astrea Channel
and the suction thus occasioned in the river on May 29. The Ger-
caused the P. & O. S. Macedonia's man steamer's stem suffered con-
mooring wires to break and the siderable damage and the Venezia
latter vessel swung round into the had a hole cut through her side
stream. She was quickly secured amidsthips above the water line. A
and little or no damage resulted. feature of this accident was that
Cotton caught on fire in the No. the Trave had only left drydock
2 hold of the str. Haichow on some five hours previous to the
February 22 but was extinguished collision, she having been damaged
within a few hours with little through being aground in the
damage to the vessel. Yangtze three weeks before. Fur-
March ther, but for the sloping bow of the
On March 3, the P. & O. S. Trave—similar to Blue Funnel
Mirzapore was found to be on fire ships—the Venezia would have
in section 9 of the harbour. In- been holed below the water line
vestigations showed that cotton was and most probably would have sunk
well alight in Nos. 2 and 3 holds. in the fairway.
This was a very serious fire and it The dawn of May 31 saw a
was not until the two holds had serious fire in the American m.v.
been completely flooded that the Chi Ta which was moored in the
fire was extinguished. All fire upper harbour alongside another
floats assisted in extinguishing the upper river steamer called the Chi
fire and were on duty for some 30 Nan. The fire quickly spread to
hours. Considerable damage was the Chi Nan and the upper struc-
occasioned. tures of both vessels were consid-
In the upper part of the harbour erably damaged.
on March 11, the French str. Com- June
mandant H. Riviere grounded and Another serious fire at sea was
was refloated. Later in the day discovered in the C.N.S. Shantung
she collided with the C.N.S. Wanhien on June 5. The vessel was near
and the str. Kanlu. Much damage Sleep Island outward bound. The
was occasioned to the latter vessels. fire was found to be in No. 2 hold
The Kanlu Disaster in which was cotton and tobacco.
On March 27 occurred one of the The vessel turned round and hur-
greatest disasters of the year when ried to Shanghai; meanwhile the crew
the Chinese str. Kangtai was fought the flames as best they
carried by the current on to the could. Arriving at Pootung Wharf,
ram of the Italian man-of-war Libia the fire floats were engaged for
at a spot about one mile off Woo- two days in extinguishing the out-
sung Spit. She sank within a few break and much damage was done.
minutes and over 50 lives were On June 5, the U. S. S. Luzon
lost. The Libia was at anchor grounded on the Woosung break-
waiting to receive survivors from water and was very seriously holed.
the Italian destroyer Muggia which It was not until June 12 that the
was wrecked off Heachou Island man-of-war was released and to
near Foochow a few days before. effect this, part of the breakwater
A feature of the disaster was the had to be removed. She came up
excellent and fearless work of the the river to the Kiangnan Dock and
Italian sailors who saved many was repaired in dry dock.
lives by diving into the icy On the same day, the German
waters and assisting passengers str. Kersten Miles and the Danish
and crew to safety. str. Tai Yang were in collision near
April Tungsha light vessel in the en-
The Cunard liner Franconia, trance to the Yangtze. A heavy
palatial round-the-world cruiser, fog was present at the time of the
was subjected to the vagaries of accident. Serious damage was oc-
the notorious Whangpoo currents curred to both vessels and they
with disastrous results to her proceeded to Shanghai and entered
majestic self and to all shipping in dry dock.
her immediate vicinity on April 10. The next day, the Chinese str.
Attempting to leave her berth at Kwet Lee collided with a large and
at 9 a.m., the vessel's stern swung heavily laden cargo boat in the

harbour. The cargo boat was much damaged and eventually beached but not before all the cargo was lost. The loss sustained was considerable.

On June 20, the str. Illingworth was carried by the wind and tide and collided with the Japanese str. Feng Yang Maru at the N.Y.K. Wharf. Considerable damage was done to the latter steamer's super structures and to the wharf.

July
There was nothing of very great importance during July and the outstanding accident saw a collision between the American man-of-war Stewart and a loaded cargo boat. This occurred on July 21. The cargo boat was capsized as a result of the impact and all of the crew were thrown into the river. Smart and meritorious work on the part of the American sailors resulted in all the crew of the native boat being rescued.

August
At 7 a.m. on August 3, H.M.S. Cornwall was in collision with the German str. Scheer just outside Woosung. The man-of-war was inward bound and the merchant steamer was putting to sea. The latter sustained considerable damage and returned to port for repairs.

On the same day the Dutch str. Alderamin was trying her engines whilst berthed at the China Merchants Central Wharf preparatory to leaving port. A Chinese cargo boat got in the way of the moving propellers and was cut in two. The cargo boat was loaded with 10,000 tiles and all were lost.

On August 23, the Dollar liner Pres. Pierce, swinging at the Dollar Wharf in the upper harbour crashed into the Chinese patrol cruisers Che Tee and Ching Yun. The accident was caused through the liner's anchor dragging but not a great deal of damage was done to the Chinese men-of-war. There was nothing outstanding during September.

October
A most serious collision occurred in the Garden bend on October 20 as a result of which the Chinese str. Yuen Lee was sunk in a spot situated about 300 ft. from the south end of the Bund garden in about 60 ft. Reports were to the
(Continued on page 15)

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

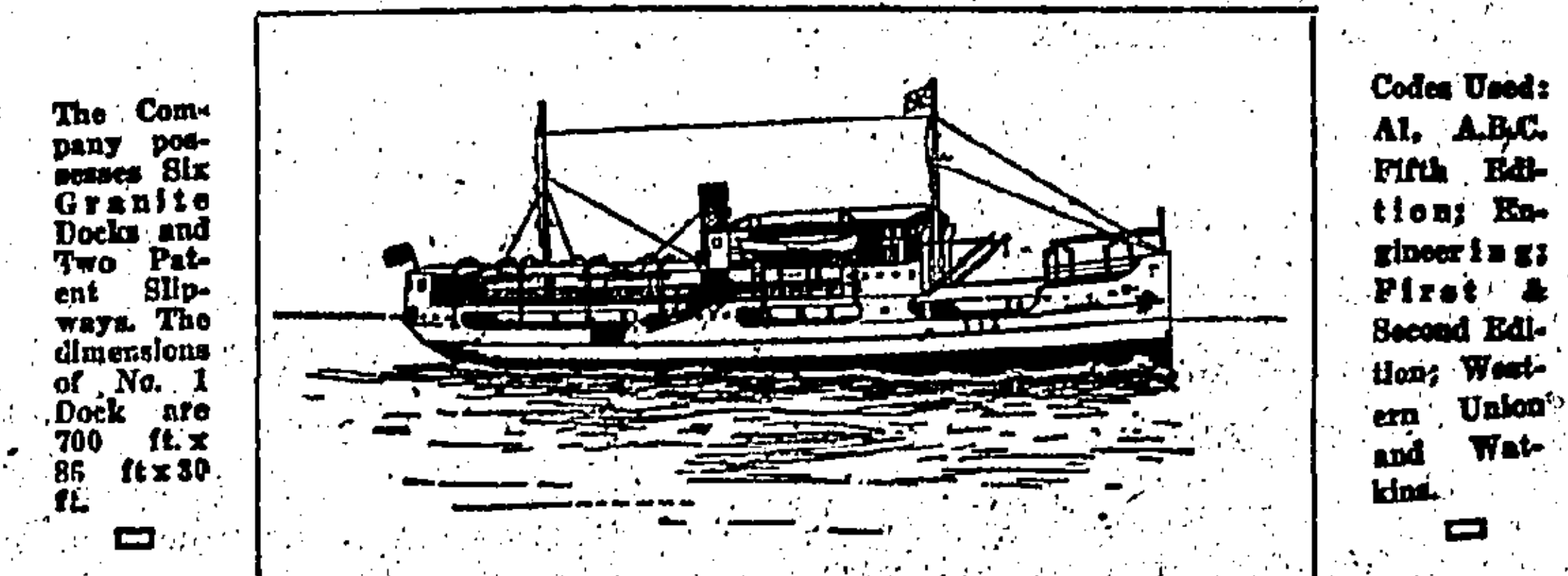
The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.
The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

| January 18 to 24, 1930. | | | | |
|-------------------------|----------------|-------------|----------------|-----|
| Date | High Water | Lower Water | | |
| | Standard Times | Ht. | Standard Times | Ht. |
| January | | | | |
| Sat. 18 | 1 17 a | 6.3 | 6 14 p | 0.5 |
| Sun. 19 | 1 0 3 | 7.6 | 5 12 a | 3.2 |
| Mon. 20 | 1 2 4 | 8.4 | 6 9 a | 3.3 |
| Tues. 21 | 1 4 9 | 8.7 | 7 2 a | 1.4 |
| Wed. 22 | 1 6 4 | 8.4 | 7 16 a | 5.4 |
| Thurs. 23 | 1 8 3 | 8.0 | 8 38 a | 3.4 |
| Fri. 24 | 1 10 1 | 7.5 | 9 23 a | 2.7 |
| | 1 12 0 | 6.8 | 11 0 a | 2.2 |
| | 1 13 5 | 6.0 | 12 10 p | 2.1 |
| | 1 15 4 | 5.2 | | |
| | 1 17 3 | 4.4 | 6 28 p | 5.6 |
| | 1 19 2 | 3.6 | 7 10 p | 3.4 |

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Hong Kong, Saturday, Jan. 18, 1930.

STILL WATERS

New desks, count-
ers and other fur-
niture have been
installed in the top
floor of that dilapidated building
known as Beaconsfield Arcade,
opposite the City Hall, and Gov-
ernment clerks are now being
trained to do the work required
for maintaining statistics of the
Colony's trade. Some of those in
the Subordinate Staff who were
in the Exports and Imports De-
partment until the "permit"
branch was closed, following the
retrenchment policy in 1926 en-
gendered by the crisis of 1925,
have been transferred back to their
old duties. Others are being
initiated. So soon as the
authorities are ready, manifests
and permits will pour in and out
of the Statistical Office as before.
It was announced recently that
the Executive had decided to re-
store the office, but there has
been a little delay. In any event,
Beaconsfield Arcade, which the
Government desired to demolish
some years ago, has come in use-
ful.

In due course
Headquarters the headquar-
ters of the
Statistical Office
will be in Kowloon, in proximity
to the wharves and ocean-going
steamers, with a branch in Hong
Kong. Mr. W. Schofield, who has
been appointed Assistant Super-
intendent of Imports and Exports,
is in charge of the statistical side
which, it is understood, will in
time become a separate Depart-
ment.

A local resident,
The Colony who appears to
and a to be a much-
Cabaret travelled man,
inflicts the fol-

lowing upon us with the pert
request to give it prominence in
this column:—"I have read your
article and the subsequent cor-
respondence for and against a
cabaret in the Colony. You right-
ly commented on the dull life one
has to lead in Hong Kong, but,
quite wrongly, suggested that a
cabaret should be started so as to
provide entertainment for the
people of Hong Kong. Those who
have written in support appar-
ently know little or nothing about
cabaret life in the East—they
may have had before them a pic-
ture of a cabaret in Britain.
They did not stop to think whether
the same standard could be
possible in Hong Kong. We are
leading a very dull life in Hong
Kong, that is true, but would it
not be worse if we have cabarets
here just as they have in Shang-
hai? Supposing a cabaret were
allowed by the authorities, can
those who are in favour of the
scheme suggest how we are going
to get British and American girls
to serve as dancing partners?
Without dancing partners pro-
vided it could not be called a
cabaret. I am sure no self-
respectable British and American
girls would take up employment
of this kind. We will then have
to resort to importing a contin-
gent of Russian girls from
Shanghai or Harbin to be our en-
tertainers. Not that I wish to
speak disparagingly of Russian
girls. There are good and bad in
every community, but decent
Russian girls will simply taboo
a life in a cabaret. For the sake
of argument, some may say that
we could get Portuguese girls to
act as paid dancing partners.
This was tried out in Shanghai.
Even Japanese and Chinese girls
have been employed, and some
cabarets, for reason of economy,
are still employing a number of
these, but experience shows that
they are no better than Russian.

"Now a word
Cabaret Life about cabaret
life. I have
been to every cabaret in Shang-
hai, Tientsin, and Peking and
quite a few in Seattle. Behind
the scenes there is a sordid and
pathetic story to be told in every
cabaret. The paid dancing part-
ners whom we admire and flatter
in their power and paint are
giving their life to the devil, and
even their soul in order to pro-
vide us with transient pleasures.
They are human beings like the

best of us, and the human frame
simply will not and cannot stand
the strain of a cabaret. They
have always to appear before us
with a glad smile, and no matter
how tired they may be, or what-
ever family trouble may be
weighing on their minds, they
simply must dance with us if we
so desire. To disappoint a pa-
tron would mean their instant
dismissal. Therefore, there is
nothing surprising that many
of these girls are addicted to tak-
ing cocaine—snow-birds they
call themselves. A pinch of
this drug snuffed up their nose
gives them renewed vitality and
energy to carry on with their
work of make-believe. Couple
this with the strenuous life they
lead, it amounts to burning the
human candle from both ends.
This is one side of the picture
behind the scene.

"There are many
Other Sides more sides which
would fill
columns to relate—petty
jealousy, placing themselves in
the clutches of money-lenders,
who ask nothing less than 50 per
cent. interest, in order to get
money to dress themselves to
please the patrons. And there
are other factors, sad but un-
printable, that these unfortunate
girls have to contend with in a
cabaret. Are we, therefore, in-
human enough to ask for a
cabaret? Are the few dollars we
spend so mighty big that we
must insist on this form of en-
tertainment to be provided for us
at the expense of the unfortunate
girls' health and moral being?
Dull the Colony certainly is,
but the remedy is not in an-
other cabaret. The controversy
seems to be rapidly moving out
of "Still Waters!"

News in Brief

Amoy has declared Hong Kong
to be an infected port on account
of smallpox.

The name of Dr. E. W. Kirk,
M.D., B.S., F.R.C.S., has been added
to the register of medical practi-
tioners.

The China Mail was informed at
11.15 a.m. to-day that the Rev. F. C.
Young's condition has "slightly
improved with no delirium."

The China Mail has received from
Messrs. Thoresen & Co., Limited,
a number of pretty Chinese
calendars issued by the China Steam
Line.

His Excellency the Governor has
under instructions from the Sec-
retary of State for the Colonies, been
pleased to recognise, Senor Don
Gustavo Ludders de Negri, Mexican
Consul-General in London, as being
in addition Mexican Consul-General
for Hong Kong.

HOW DO WE CATCH COLDS?

BY MAURICE LANE-NORCOTT

MANY people are very busy just
now, worrying their heads
about the colds, they are going
to catch in them. They
are hastening from chemist to
chemist for eucalyptus, and moth-
balls, and other so-called germ-
defying substances.

Yet how many of these people
consider their "colds" scientifically?
How many pause in the street or
while jumping on to a bus to ask
themselves the important ques-
tion: "Do germs really give me
these painful head colds or are they
attributable to more natural
causes?"

For example, take eucalyptus.
It is absurd to suppose that

It is notified that Commander
Joseph Bernard Newill, D.S.O.,
R.N. (Retired), resumed duty as
Deputy Harbour Master on January
3, 1930.

His Excellency the Governor has
re-appointed Dr. Edward Wilfred
Kirk to be a Member of Midwives
Board for a term of three years,
with effect from January 9.

The total output of the Kailan
Mining Administration's mines for
the week ended January 4, amounted
to 70,378 tons, and the sales during
the period to 93,842 tons.

On enquiry this morning at the
French Hospital, the *China Mail*
learned that Mr. K. E. Greig
(Manager of the Talkoo Dockyard)
is "getting on much better to-day."

RECEPTION TO GOVERNOR

In connection with the advertise-
ment, which appears in another
column, we are requested to
state that all residents who desire
to be hosts on that occasion can do
so by obtaining tickets in the
manner stated in the advertisement.

Apart from His Excellency the
Governor and his staff and Lady
Clementi, the only guests will be
the foreign Consuls.
It may be added that it was His
Excellency's wish that the recep-
tion, in the course of which
addresses will be delivered should
be held on the H.K. Cricket Club
ground rather than in the Theatre
Royal so as to give him the oppor-
tunity of moving about freely
among and conversing with those
present.

ABOLITION OF LIKIN

Nanking, Yesterday.
The Government has mandated,
beginning October 10, this year,
that all likin and similar ir-
regular forms of taxation all
over the country be abolished.—
Reuter.

Mr. J. F. Betts, a broker of St.
Louis, who is said to have lost
heavily in the recent Wall Street
collapse, was found poisoned.

MEN, WOMEN, AND AFFAIRS

A Playful King: Berlin-Competitor: Miss Ellen Wilkinson: The C.E.R. Railway: Japan and Extrality

King of Denmark

The King of Denmark, who has
been staying at Sandringham,
enjoys almost as much popularity
outside his country as within.
There is something extraordi-
narily winning about his personal-
ity. Life's most tall men, he is
very good-humoured and kindly,
though his fine, strong face gen-
erally wears a look of gravity.
In France they call him "The
biggest King of the smallest
Kingdom," and at least one
small boy at Cannes had
reason to be grateful that he is.
The boy's balloon had got lodged
in the branches of a tall tree.
Seeing the King approach he
measured him with a look up
and down and then appealed to
him to retrieve the toy. The
King smiled and, lifting his
walking-stick promptly dislodged
the balloon.

His Majesty's tastes are as
simple as his character. He en-
joys nothing so much as taking
a holiday in absolute privacy.
An excellent linguist, he has
been known to speak five lan-
guages in as many minutes.

Ruhr Coal for Berlin Market
MILCH, as the consumers like it,
the German authorities have
never taken kindly to the successful

Woman M.P.'s Next Book

MISS Ellen Wilkinson, the Social-
ist M.P. for Middlesbrough, has
not yet made a start on the second
book which she has contracted to
write.
As Parliamentary private secre-
tary to Mr. Gustav Lawrence, the
Under-Secretary for Health, Miss
Wilkinson finds that she has little
time free to devote to writing.

The theme which she has in mind
though this cannot be taken as final,
is the life of the country's women
during the war. She observed, very
truly, that during the "blitz" and
plays have never been written about
the war nearly all of which deal
more or less exclusively with men.
Since certainly there has been no
recent period in which so complete
a part was played by women in the
life of men and women alike.
Wilkinson thinks that the subject, as
she sees it, would be suitable for
her next literary effort.

The C.E.R. Dispute

AFTER the settlement of the Sino-
Russian dispute over the C.E.R.,
Russia cancelled her order forbidding
Chinese to enter Russia. Beginning
from January 1, according to the
Chinese Press, passengers may leave
Shanghai directly for Vladivostok, but
must obtain passports from the
German Consulate before departure.
The Russian Government will, from
March, increase its ships on the
Shanghai-Vladivostok line and Nor-
wegian and Chinese merchantmen will
be chartered for this purpose. As to
the tea trade, already two consignments
of large quantities of China tea have
been shipped to Russia since the settle-
ment of the dispute, and more will go
to Vladivostok in the immediate
future.

Japan and Extrality

WITH reference to the Chinese Gov-
ernment's mandate for the aboli-
tion of extraterritoriality, the "Shin-
wanpo" says that Japan, though her
treaty with China has already expired,
insists that the old treaty remains in
force until the new one is concluded,
and is very dissatisfied with China's
mandate, abolishing extraterritorial
privileges on January 1, 1930. The
Journal further says that the local
Japanese authorities, in an informal
conversation have indicated that,
though Japan will take joint
action with Britain and Amer-
ica, in this respect, Japan and Amer-
ica, in their support of the
mandate which would be made binding on
China before the new Sino-Japanese
treaty is concluded. The Journal says
that the Japanese Government will
shortly broadcast a statement to the
effect that a mandate issued on New
Year's Day for the abolition of extra-
territoriality.

HONG KONG \$ DIRECTORY

for
1930

WILL BE READY SHORTLY.

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NOW

The China Mail

ESTABLISHED
1845

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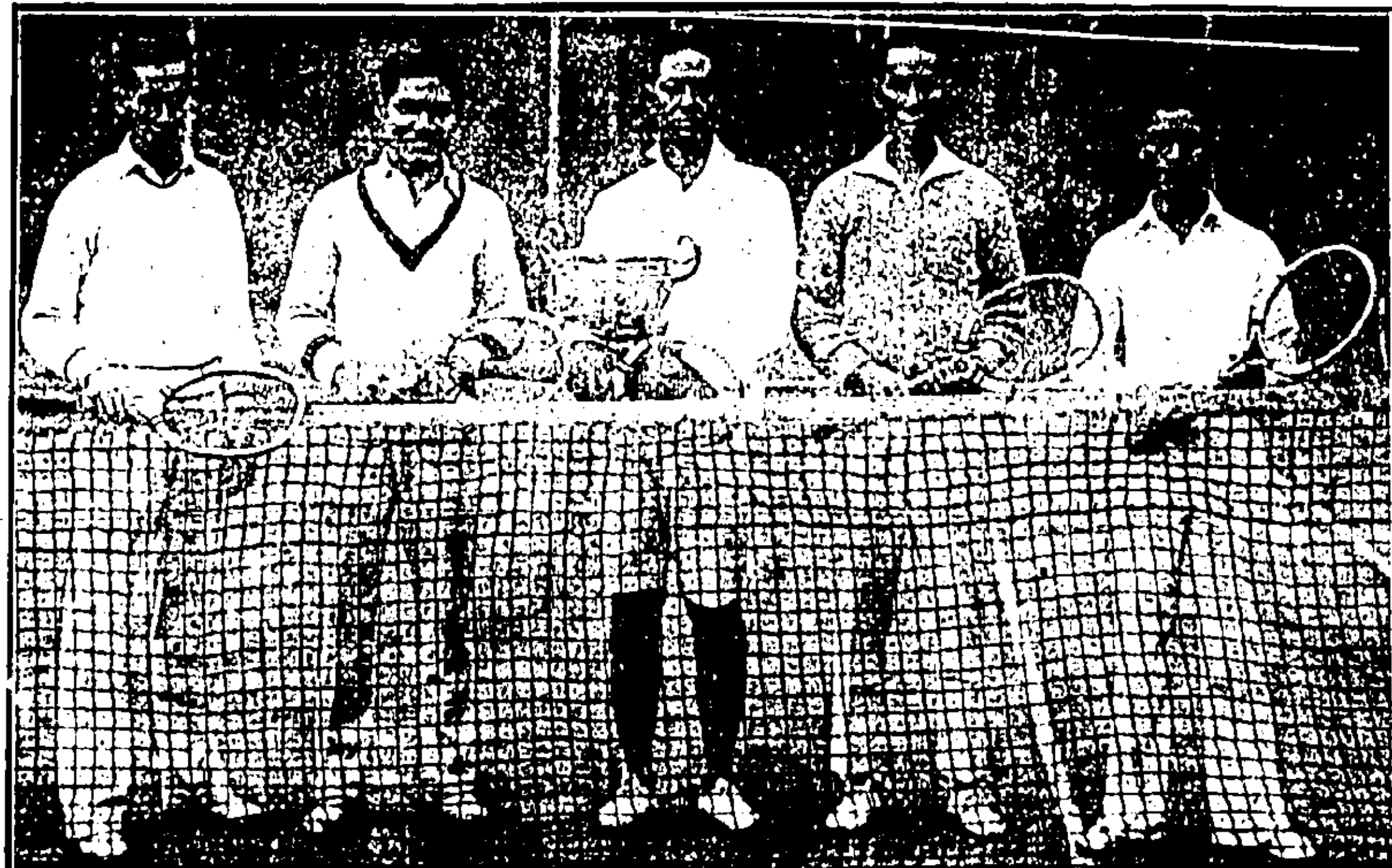
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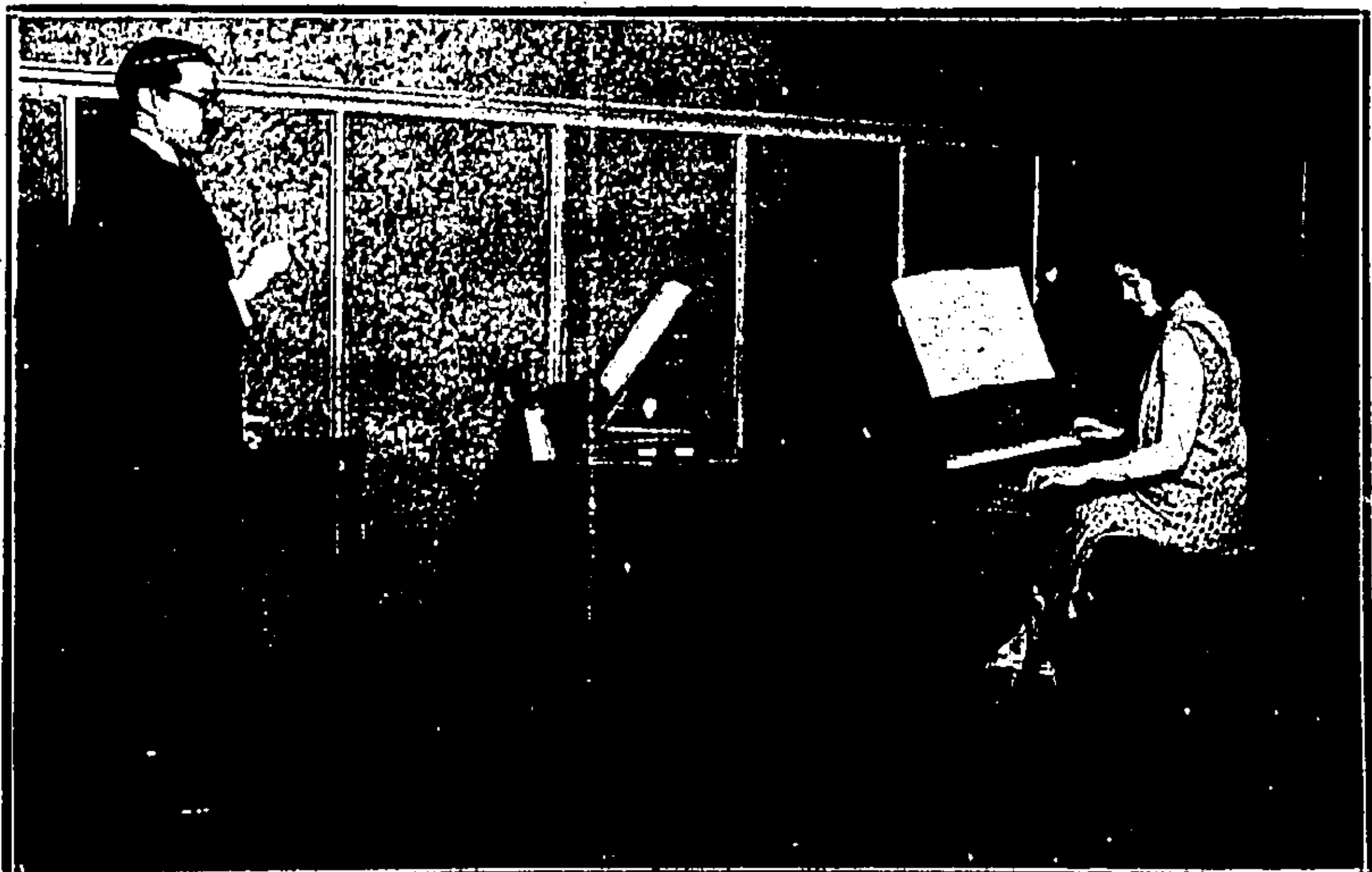
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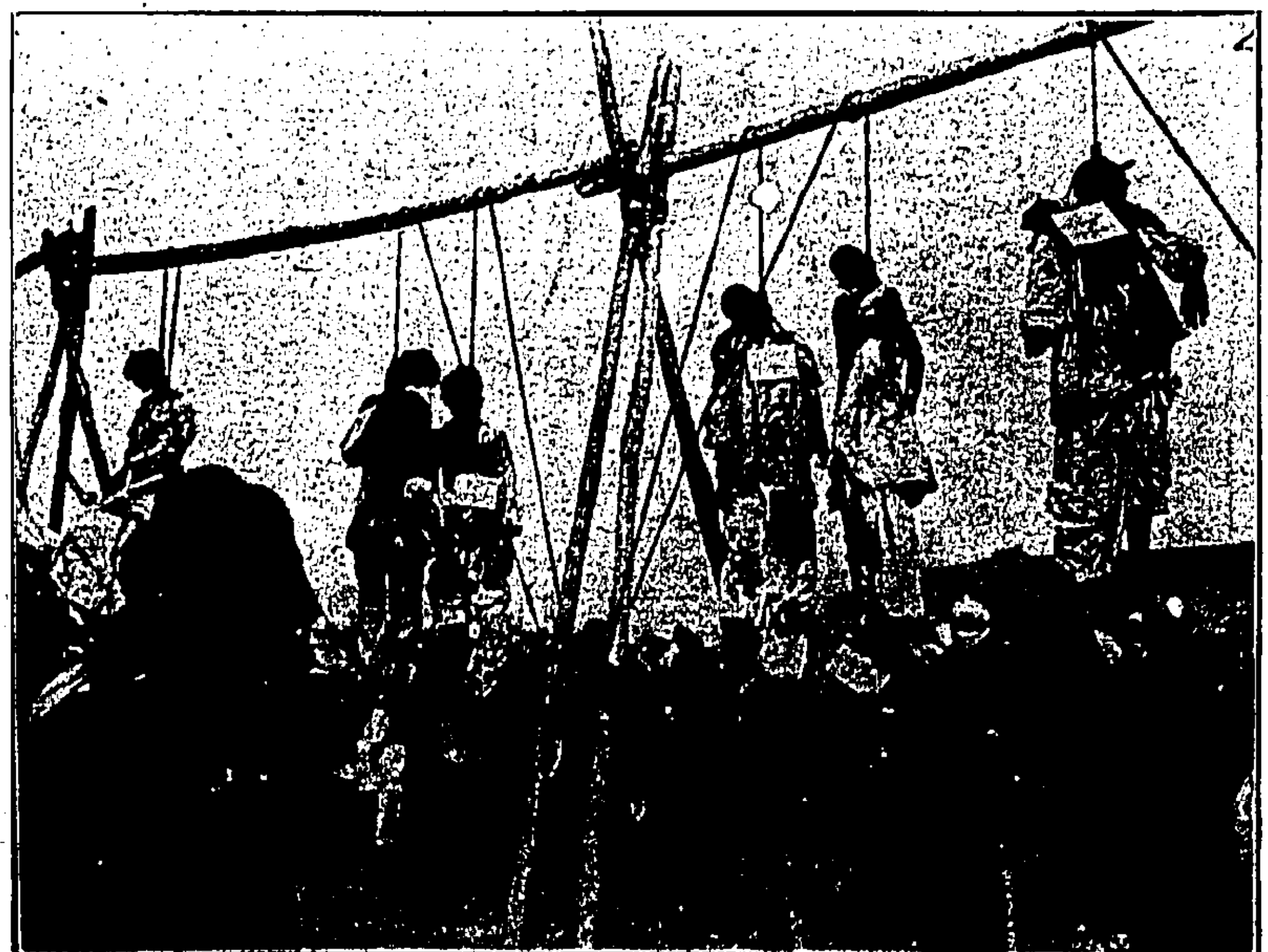
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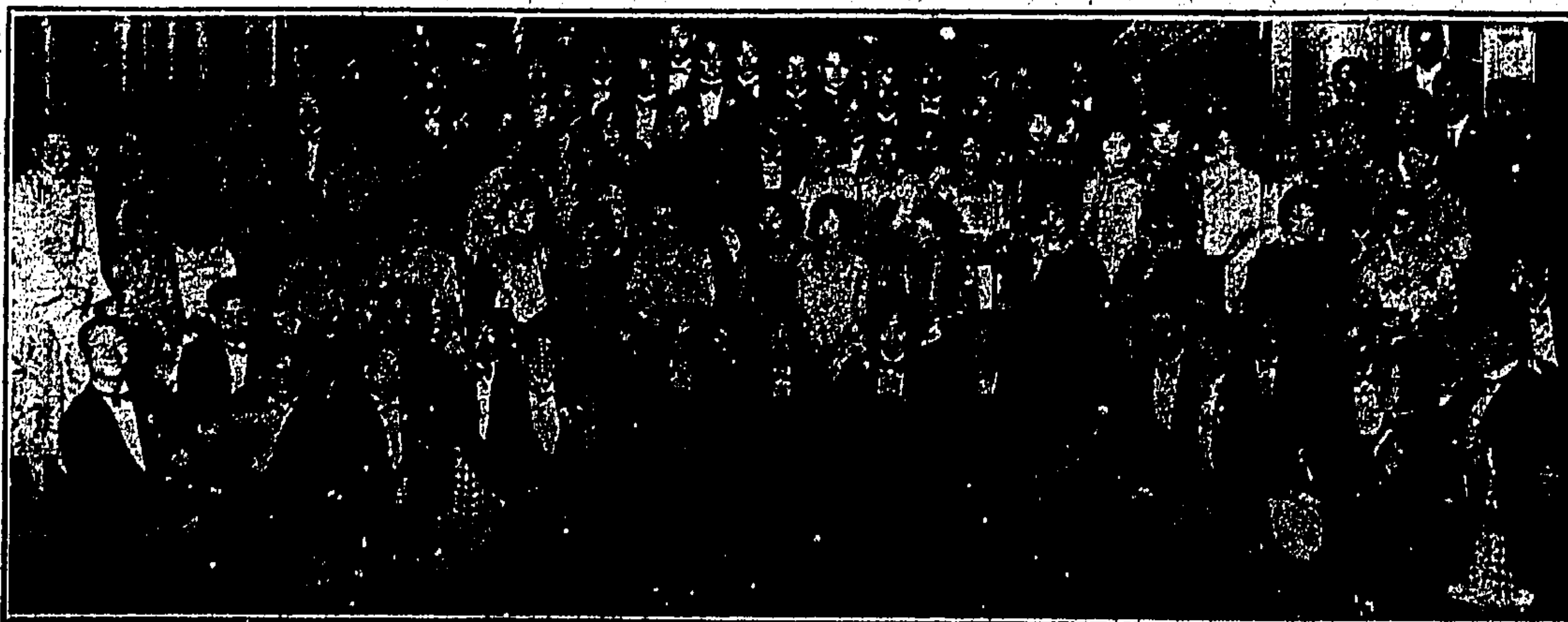
THE DRAGON TEAM.—Of the Municipal Athletic Association, winners of the 1929 Canton International Tennis League and the B.A.T. trophy. Left to right:—Messrs. Yew Man-kit, Ho Tsung-mung, Wong Po-keung (captain), Lau Fuk-lun, Leung Tak-kwong, most of whom have played in the Hong Kong competitions.



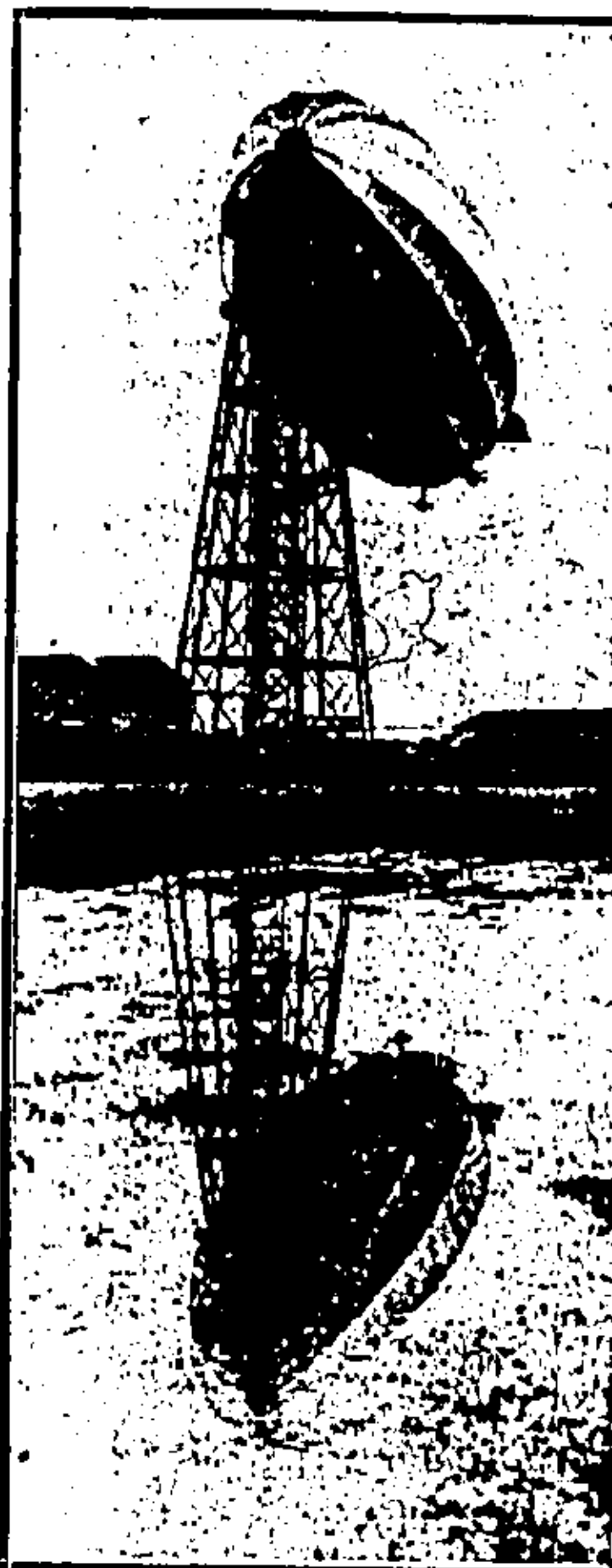
MUSIC FROM THE ETHER.—Prof. Maurice Martenot, on left, with his musical sound waves instrument, which he plays from a distance by very slightly displacing his hand in space. Simple movements communicated to a thread are sufficient to regulate the vibrations. On the right is the Parisian inventor's sister, Ginette Martenot. The instrument will be in Hong Kong by the end of the year.



EX-WATER-CARRIER KING OF AFGHANISTAN.—Bachcha-o-Saggu, his brother Hamidullah and their companions, hanged by the neck at Kabul, with their names attached, after being shot dead, as an example to future revolutionaries, following their overthrow.—(Sport and General).



A. FRATERNITY'S DINNER-DANCE.—In celebration of the tenth anniversary of the founding of the A.L. Fraternity, Shanghai, a successful dinner-dance was held at the Astor House Hotel. The Committee in charge of the occasion include Messrs. Samuel H. Chang, S. L. Benjamin Chang, C. F. Bai, Peter Klingman and Ray J. Wang.—(Ah Fong).

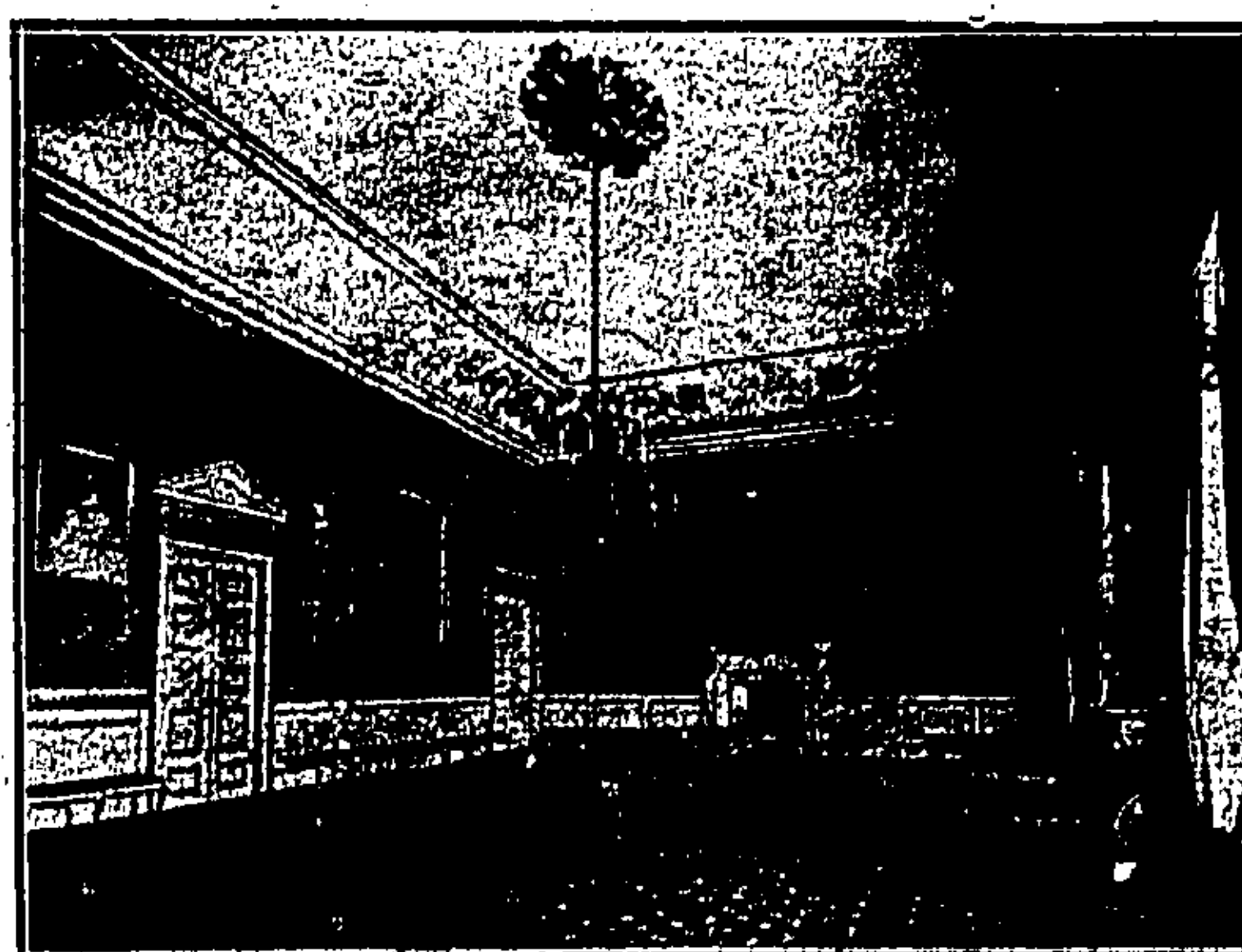


AIRSHIP'S REFLECTION.—The R. 100 of Britain, the world's latest and most powerful airship, at the mooring, mast at Cardington, Bedfordshire, reflected in the water-logged fields beneath.



FIFTY YEARS A DUKE.—The Duke of Portland on the 50th anniversary of his succession to the dukedom.

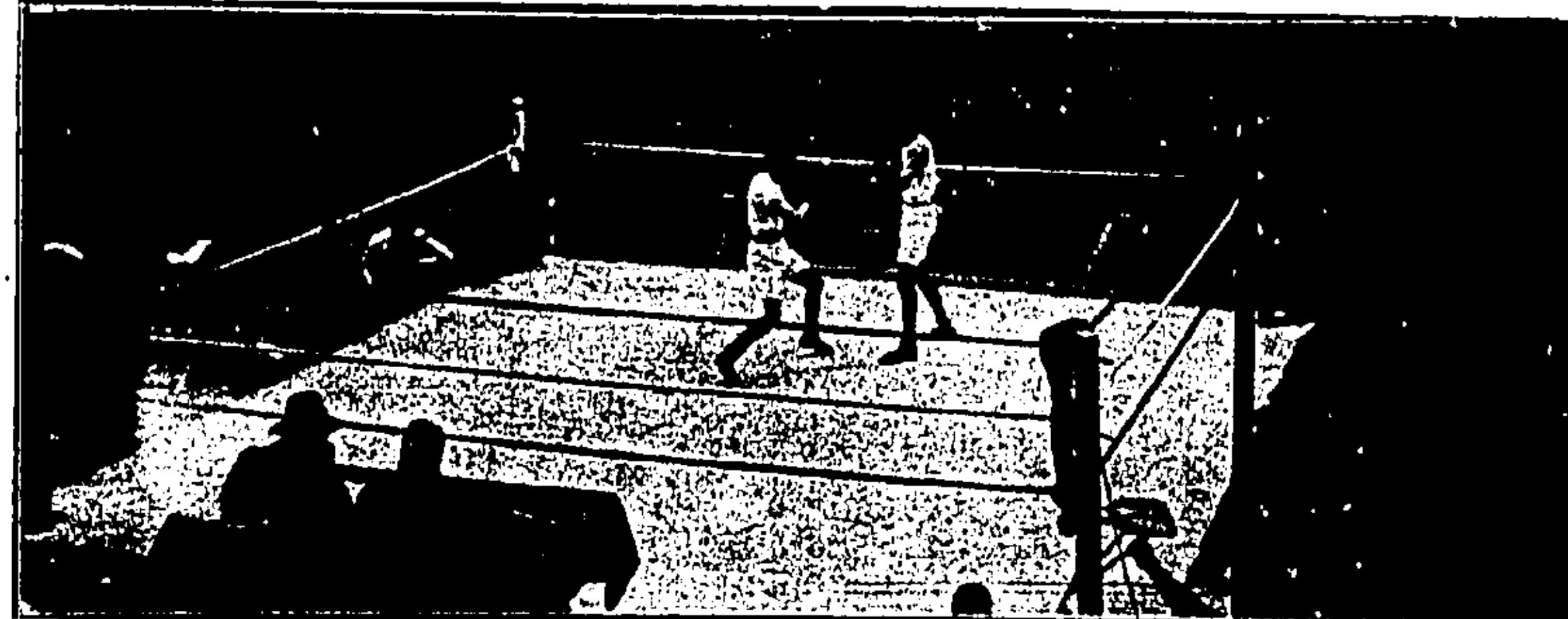
(At right). — MR. WEDGWOOD BENN.—Secretary of State for India, one of the British delegates attending the naval conference.



ST. JAMES'S PALACE.—The conference room, where the five-Power Naval Conference is being held in London.



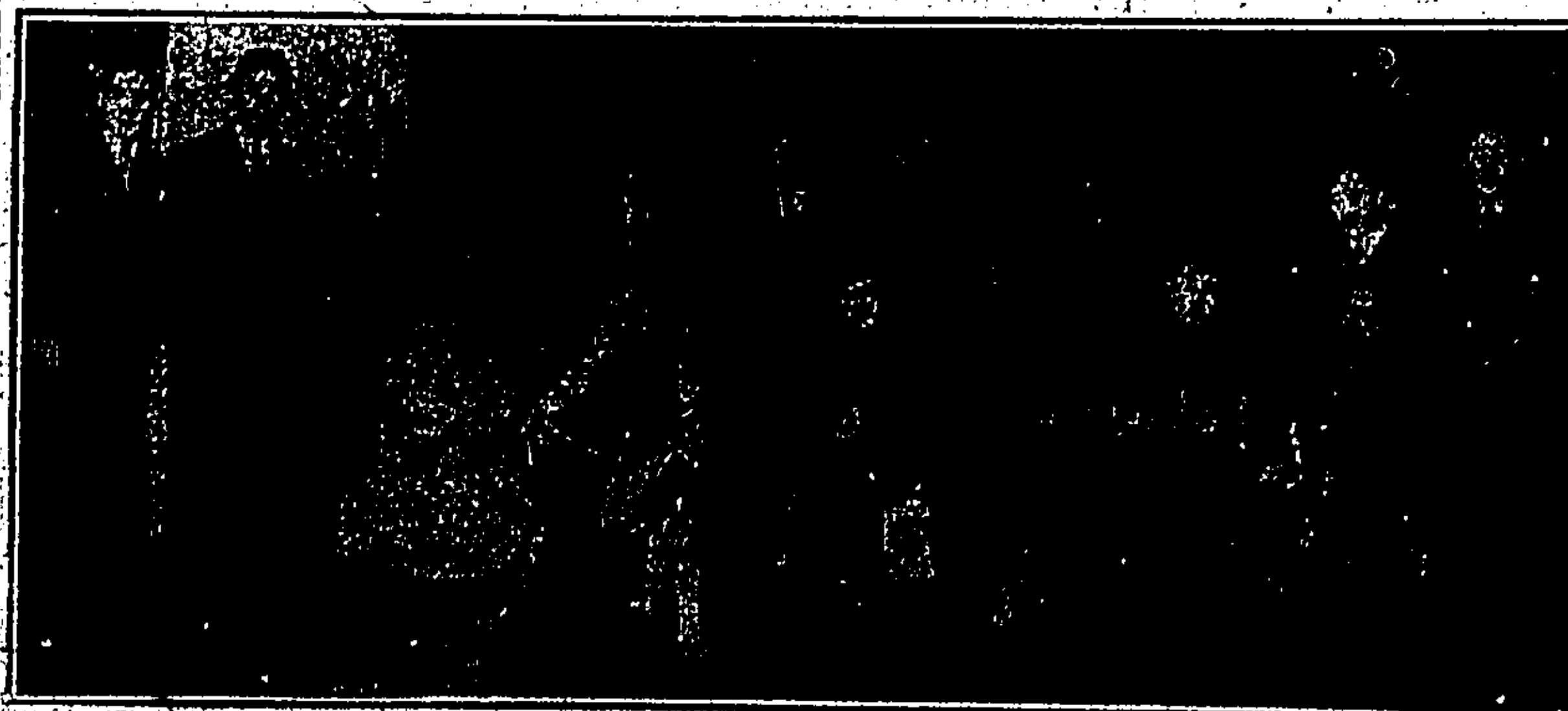
WELL-KNOWN AUSTRALIAN FAMILIES UNITED.—At the wedding in St. John's Cathedral of Dr. Edward Sun of Brisbane and Miss Constance Quan of Glen Innes.—(A. Fong).



BOXING AT MURRAY BARRACKS.—The Hong Kong Area inter-unit competition, in which the 2nd Bn. K.O.S.B. and the 1st Bn. Somerset L.I. tied with 25 points each.—(K. Fujiyama).



PHONE BOX MARVEL.—In reality, a miniature police station, by which the public can call for assistance. It has been introduced successfully in England.



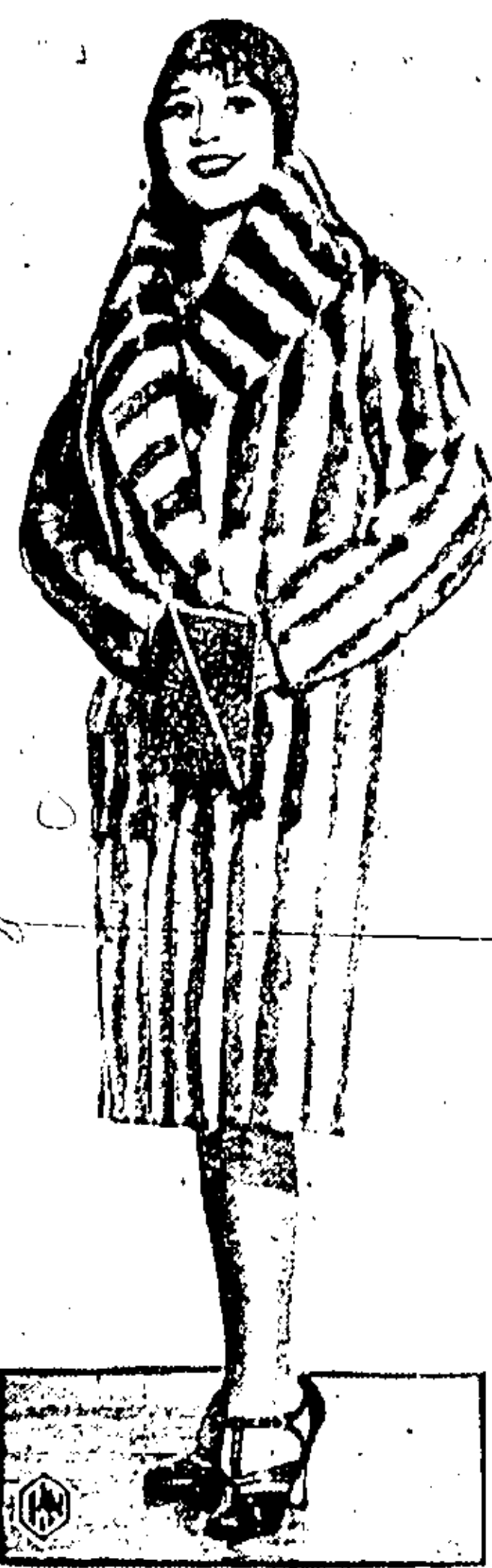
"NU TIEN CHU" (The Mistress of the Inn).—This is a Chinese translation of "La Locandiera" and was presented by the Chinese Dramatic Club of St. John's University, Shanghai, in celebration of the 60th anniversary of the University. Standing (left to right): Messrs. Z. C. Fong, Y. F. Zuh, L. K. Lien, L. S. Lien, A. L. Heiang, B. Z. Yen, B. Yao, C. C. Yu, Y. F. Tong, (Asst. Director), Z. Z. Chu (Director). Sitting (left to right): Messrs. Y. C. Woo, P. W. Hui, S. B. Chao, H. C. Ying, K. Y. Wang, S. Y. Tong.—(Chung Hwa Studio).



The WOMAN'S Page



For the Cold Snap



Peshaniki fur, a Russian skin showing rich brown and tan colorings in stripes, feature the smart coat which is snug and easy during a cold snap.

FOR THE PEAK FOG

A fog can be detrimental to beauty. The extreme dampness makes the pores slack, and the solid matter in the atmosphere clogs them and prevents them from acting as they should. Care must be taken to keep the skin in the right condition, so that it can fight the fog and be victorious.

The great secret, a woman chemist says, is to keep the pores well tightened up, and thoroughly clean, and at the same time to take special care that the entire face is hardy. A lotion must be applied in conjunction with a cream. The latter is needed to soften the skin, because the chilly air is apt to roughen it, and the lotion will brace up the pores.

Powder must be scantily used on a foggy day; it is apt to get driven into the pores, and that is what must be avoided. In the morning only just tepid water must be used for washing the face, and directly it is dry it must be well bathed with an astringent lotion, such as a benzoin one. A weather cream must be applied just before going out into the fog, and on returning indoors plenty of skin food must be used. It will be found infinitely better than washing the face.

At bedtime a cream will probably be needed to soften the skin, which will have been caught by the

BREAKFAST MENUS

Your Choice For A Whole Week

With winter days and a chill snap in the early morning people who start out want something really solid for breakfast.

Porridge is often the staple dish of the family. But that tasty fare ought to be prepared in different ways; at least, it should be always well cooked, perfectly smooth, and never a single lump should be allowed.

Sunday
Pheasant, egg, breadcrumbed, and fried.
Rashers of bacon on toast.
Brown bread, scones, split, heated, and buttered.
Butter, marmalade of bitter oranges.
Mocha coffee with cream.

Monday
Porridge pancake with cream.
Kippers with boiled eggs.
Breakfast rolls, butter, Cane gooseberry jam.
Darjeeling tea with milk.

Tuesday
Sausages fried with sliced apples.
Sardines.
Wheatmeal bread, breakfast biscuits.

Wednesday
Butter, lemon marmalade.
Chocolate, well frothed.

Thursday
Wheatmeal porridge with milk.
Bacon with mushrooms, tomatoes, and potatoes.

Friday
White bread, pulled bread, milk loaf.

Saturday
Butter, apple and ginger jam.
Blended tea with cream.

Sunday
Rizzard haddock.
Potted meat.
Oatcakes, dripping toast.
Butter, Oxford marmalade.
Coffee with scalded milk.

Monday
Coarse oatmeal porridge with milk.
Bacon fried with bananas.

Tuesday
Wheatmeal, morning rolls, treacle loaf, cottage loaf, cocoa.

Wednesday
Fried liver with brown sauce.
Poached eggs on toast.

Thursday
Thin oatcakes, milk bread, biscuits.

Friday
Butter, honey.
China tea.

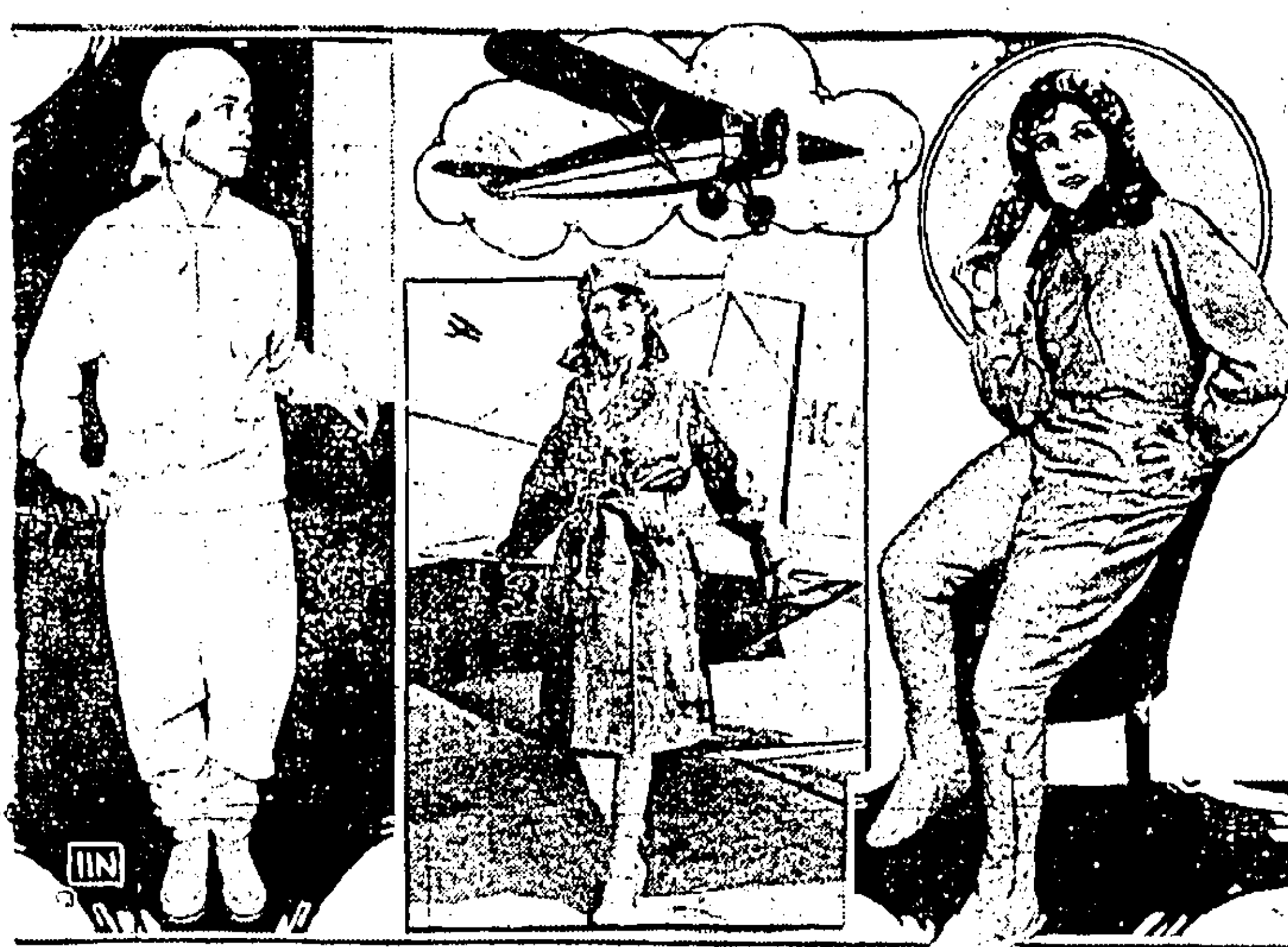
PRINCESS'S TROUSSEAU

Princess Marie Jose has mauve and silver lame frocks in her trousseau; one long evening frock is in a wistaria shade of chiffon, with a mauve velvet cloak lined with primrose to go with it. There will, too, be a great deal of white in her wardrobe; in fact, most of the sports clothes are all-white.

White and silver suits the Princess admirably, and there will doubtless be special white and silver magnificence to wear with the silver lame shoes trimmed with real diamonds that she has chosen.

cold air. A greasy one must be well rubbed in, and allowed to remain on for five minutes, then wiped off, and the astringent lotion used to bathe the face.

Attire Designed for Ladybirds



The march of fashion has covered every place, in the street, the ballroom and in the air. The pretty aviatrix at the left believes in harmony of colour when she goes flying and wears this white suede pilot outfit to match the whiteness of the clouds. (Centre) A smartly tailored brown suede suit, with a French beret to match. (Right) A well-known aviatrix (right), wearing a striking air ensemble in printed suede lined with velvet.

Be fashionable even if you are up in the air! The leading stylists have now evolved highly original costumes for the girl who flies high, and now there can be no display of sports clothes without a series of smart outfits designed and fashioned for ladybirds.

Of course, if you are just a plain "plane" passenger, you will look your best and be appropriately clothed if you wear an attractive sports outfit, one that is not too fussy, nor yet too severe. Or at this time of the year a smart one-piece dress with a skirt of medium length in crepe, with a fur coat, will prove a practical and smart costume. Your cloud clothes need not be heavy or thick, for the quarters of

all passenger "planes" are well heated and protected from the elements. Many air travellers find that a fine tweed suit with a satin blouse worn under a coat which is doffed when in the "plane" is the ideal air-outfit. And so you see, you need not let clothes interfere with your desire to ride on the tops of clouds.

But to-day, is the day of the lady pilot, and many young women fly their "plane" as casually as they drive a car. Perhaps, with memories of many reckless women drivers, it would be better to say that they pilot a "plane" just as casually but more carefully than they drive a car. Anyway, many a girl who had her doubts about becoming an

aviatrix won't hesitate when she sees the smart costumes designed for her. Paris has been showing some highly original flying suits, most of them made in one, like the overalls of an aviation mechanic. For a smart French aviatrix, Schiaparelli, who is one of the foremost designers of sports clothes, has just made a stunning costume. It is of crepe tulle with collar and cuffs of black patent leather. Triangular appliques of patent leather run from the knee to the ankle, where they finish by buckling backwards about the ankle. Many smart suits are of chamois and suede, with contrasting leather trim and zipper fastenings, combining smartness with practicability, something that is not always achieved in sports clothes.

FUR COLLAR FASHION

A coat may be known by its fur collar—Winter has ordained the double variety, so deep and high and full, that the back of the head is entirely hidden, even up to the crown thereof. The fashion (says Truth) is very pretty and becoming to the brightly-painted face and lips encased in which still prevail; but much expense is involved, for the favoured fur is beaver, though sealskin or ermine may also be acknowledged. The fox is at the moment losing its tail and appears most generally as the neck facing to cloth, velvet or tweed. Yet we can encounter (remnants from last season) grey or fawn-pressed lamb with fox to match; but squirrel languishes—"price prohibitive, considering its durable value," is the verdict of the truly economical.

Velvet Costumes

So many folks declare they hate afternoon parties, and so many folks flock to them. At two of these (says a writer in Truth) I was welcomed and had occasion to observe that even as popular as the ivory-printed black velvet was last year, so popular is the watered or waved velvet this year. "Everybody's wearing them," as the old song says, and the colours achieved are most lovely, sapphire blue and bottle green being particularly attractive. But dressmakers must beware to grant them gracious amplitude; they look poor things when the material is skimpy; and their sleeves must be well ballooned.

But one of the best velvet costumes I have seen was plain and of brown, worn by Lady Alexander. This had an Elizabethan suggestion in the sleeves which from elbow to wrist were criss-crossed with wide silver ribbons. Her hat bore aloft two big shaded marabout plumes, and altogether it was a brave array. Also sat Virginia Vernon in rose-red cloth skirt and coat trimmed with brown astrakhan and crowned with rose-red felt cut to the coal-heaver's order. Hostess, on this occasion, wore a simple dress of white silk lace and an over-dress of black Chantilly, most effective and unusual, too. The hats with nose veil are coming along quickly, and to those past their first, second, or third youth they are much to be recommended, as not being so treacherous in their revelations as the "close-fitting helmets, all brimless and bare, which were the universal choice of yesterday."

LONG SKIRTS MODIFIED

We are told we have accepted the long skirts of ugly days—that may be so, but with what a difference! We have long draperies, but from the knees the hem becomes transparent enough to reveal a glimpse of slim legs! This camouflaged hem is the salvation of the long-skirted vogue.

Suggestion is more subtle in the matter of skirts than the blatant knee-revealing models of a few seasons ago. It is the evening or

A FREAK OF FATE

Beautiful formal clothes are at last required in London. British women used to say (and rightly!) that "best" clothes were very useless. Judging by the galaxy of beautiful clothes—who have of late graced all the big wedding and other

A London Hat



The graceful sweep on the side and the long back are distinctive features of this new model. — Reclaw, London.

receptions at home by day and night, we must now realise that the determination on the part of the dress artists of repute in both London and Paris to introduce fashions of distinction has succeeded.

They have firmly severed all compromise and cut a clear line between the so-called "sport" and these more formal clothes. Women in any social set must not to-day lunch at a restaurant or attend a wedding in jumper suits, short skirts, and sports caps. It is a curious freak of fate that with a Labour Government there has come far more distinction in dress than has been the case for over a quarter of a century.

fete frocks that can best express the charms resuscitated from other days.

The best style for ordinary women is the "flared" skirt, for afternoon, cut in the new Princess style, which need not accentuate the waistline. The simple jacket can be a helpful factor in straightening out a line where nature's curves are apt to be too pronounced.

Skill is needed, for the waisted look of the "Nineties" is apt to interfere with modern conception of grace. Some designers frankly denounce it, as, for instance, one who insists on the lower waist, the places it near the top of the hip, which is, after all, more generally becoming.

FIVE PAIRS OF SHOES

[By a Footwear Expert.]

Every smart woman is aware of the important part which her shoes play in the make-up of her chic, and that no clothes, however modish, can cover up the deadly sin of dowdy or wrongly chosen shoes.

But not every woman is possessed of an income which enables her to buy shoes to go with every separate outfit, and so avoid the calamity of having to wear shoes which are "not quite right" but which will "have to do."

A little ingenuity, a control of extravagant ideas, and above all a very carefully considered choice, balance a superfluous amount of money, and very often outweigh it!

An important point in this choice is the care which must be exercised by the town-dweller who is in the habit of paying country visits. She must avoid buying too many shoes which are suitable only for town or country. Her first economy can be to find at least one pair which are suitable and smart for both places.

I suggest she should have one pair of single-strap brown willow calf shoes, brogue or plain, for morning wear. These can be used for town or country, and for wet days in general.

Country or Golf Wear

For purely country or golf wear low-heeled brown lace shoes should be chosen. Additional comfort and endurance will be secured if these are furnished with scuffed soles (small rubber studs).

Doeskin and patent leather have their countless admirers, but I should like to point out that a pair of black crocodile court shoes will last much longer. These can be worn either with smart afternoon frocks or on fine days with a tailor-made.

For summer frocks one's mind jumps to the ideal brown and white kind, but the occasions on which

WOMEN 'SMUGGLERS'

Paris Models Hired By Dressmakers

The allegation that certain society women carry on a "necarious trade" in smuggled dresses from Paris was made on December 4 by Mr. Edward H. Symonds, managing director of a well-known firm of Court dressmakers, and vice-president of the London Employers' Association. If every case were known, he added, the loss to the revenue might be found to reach £1,000,000 a year.

"There is a tremendous amount of this smuggling going on among society women who act for certain dressmakers in the West-end," said Mr. Symonds. "But there is another form of evading the law which is far more serious than smuggling."

"A woman bringing a new Paris model over as her own dress may perhaps 'loan' it to a dozen dressmakers at a fee from each of say from three to five guineas. She will thus receive £50 or £70 for the dress and still have it, and she will have cleared the expenses of her trip to Paris."

"What can the Customs man do? A society woman returning from the Riviera, for instance, has a dozen dresses. She says, 'They are my own. I have worn them,' and she probably has. She pays the few shillings duty, but when she gets to London she may carry on this nefarious trade in them, and no one can catch her."

Loophole in Law

"And such is the mentality of the women who are taking advantage of this loophole in the law that they say they cannot see anything wrong in it."

"Women in all circumstances of life are now employed by unscrupulous dressmakers and wholesalers to make such journeys regularly to and from Paris. The correct duty on dresses for trade purposes would be anything from £5 to £20 each."

"The principle of a differential treatment between the trade and the private individual is unsound and inequitable. If I were to bring champagne or cigars into Britain as a private individual I should have to pay exactly the same duty as would a merchant."

"I hope the present Government will take immediate steps to prevent the loss to revenue in future years."

A WELL-DRESSED COMMUNITY

Always to have the best and, if necessary, be content with fewer clothes and accessories is, or should be, the maxim of a well-dressed community. The great dressmakers, and jewellers must have felt depressed when even the leaders of the social world covered themselves with imitation gems, in different furs, and wore scanty frocks and sports hats on all occasions! Neither taste nor style was then required.

Colours and materials alone stood up against the cheapening effects of massed production, for fabric, even in the lesser cottons and wools, has been steadily improving in colour and quality.

these shoes can be worn are limited. A good substitute is found in a pair of beige-coloured kid court shoes. These are suited for wear with light-coloured frocks, as well as all summer frocks, and can be dyed to look like new.

For evening the choice may lie between beige satin or beige crepe de Chine. The coloured buckles, so much in evidence just now, enhance the appearance of these shoes, and can be changed to match with the evening frock.

With these five pairs of shoes no woman need fear that her feet will disgrace her.—R.C. in London. Daily Telegraph.

Green Silk Gown



A dignified and extremely smart model of green faille silk in a pale tone, is draped very low behind so as to touch the heels of the slippers. The light-fitting waist and upper skirt are contrasted by generously ruffled skirt and flowing sash.

LABOUR LADIES' DRESSES

The Home Secretary and Mrs. Clynes were at Home on December 5 in the Harcourt Room of the House of Commons. The hostess was wearing a dress of lacquered georgette, embroidered in dull gold in a feather design, the girle caught with a diamond buckle and crescent. She wore a triple necklace of pearls and a small black hat with upturned brims. Mrs. Clynes, jun., wore a tabac brown georgette dress and a smart darker brown felt hat. Mrs. Herbert, daughter of Mr. and Mrs. Clynes, was in black velvet, with a vest of old lace, and had a small closely fitting black velvet hat.

Mrs. Philip Snowden, who was joined for a little while by the Chancellor of the Exchequer, was in a pale brown stone marten collar coat, over a straw-coloured satin dress, and wearing a brown felt and velvet hat. Earl and Countess De La Warr came together. Lady De La Warr in a black cloth coat, collared with black Persian fur, and wore a small black hat. Mr. Boyd brought Lady Ada Boyd, whose black dress was embroidered with white, and who wore a black felt hat stitched with white.

Lady Jowitt was wearing a black coat, with a collar of grey astrakhan, and some relief of white on the bodice of her black dress. Her hat was black felt. Mrs. Noel Buxton was in black, with a black panne and felt hat. The Postmaster-General brought Mrs. Lees Smith, who was in black, with a cluster of bronze chrysanthemums in her dress. Mr. Lansbury brought Miss Lansbury, who was in black. Miss Sankey was also in black.

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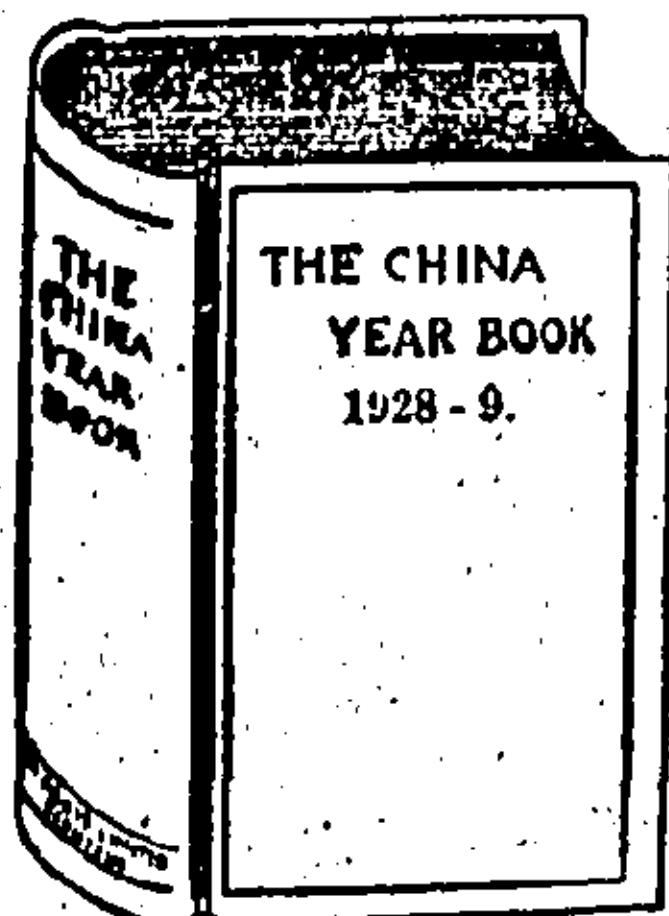
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"I'LL NOT CALL ROSIE UP TO-DAY. I'LL LET HER KNOW I AM ANGRY AND I AM INDEPENDENT. I'LL SHOW HER I'LL NOT PUT UP WITH SILLY LOVE QUARRELS."

"SHE'LL GET ANXIOUS AND WORRIED AND CALL ME UP. I'LL MAKE HER GIVE IN. I'LL JUST LET HER KNOW I HAVE STRONG WILL POWER."

"GEE! FOUR HOURS GONE BY AND SHE HASN'T PHONED. MAYBE SHE IS SO WORRIED SHE IS ILL."

"ARE YOU SURE ROSIE DIDN'T CALL ME UP ON ANY OF THE PHONES?"

"I'M NOT SURE ABOUT LOTS OF THINGS BUT I'M POSITIVE ABOUT THAT."

"MY GOODNESS! WOULDN'T IT BE TERRIBLE IF I CAUSED HER TO WORRY HERSELF SICK. I MUST NOT BE SO CRUEL. I'LL PHONE HER AND SHE WILL BE MUCH RELIEVED."

"WHAT? YOU SAY ROSIE WENT OUT."

"HUH! I'LL BET SHE'S OUT WITH THAT ONE-STEPPER. I HATE."

Bringing Up Father

"I HOPE YOU DON'T MIND ME DROPPING IN UNEXPECTEDLY LIKE THIS BUT I DID WANT TO CALL ON YOU. I SPENT SUCH A NICE EVENING WITH YOU AT THE CLUB."

"I'M GLAD TO SEE YOU AN' I WANT YOU TO TELL MY WIFE THAT I'LL GO UP AN' BRING HER DOWN."

"MAGGIE DARLIN' DON'T WORRY OVER THAT IMPOSTOR THAT WUZ HERE. COME RIGHT DOWN AN' MEET THE REAL COUNT DE CANTER. HE'S IN THE PARLOR."

"OH-IT'S TERRIBLE TO THINK I WAS ENTERTAINING OUR COOK'S HUSBAND THINKING HE WAS THE COUNT DE CANTER."

"STOP CRYING, MARIE. POWDER YOUR NOSE AND START THE DINNER. THE REAL COUNT IS DOWNSTAIRS NOW."

"THAT BIG CROOK SAYIN' HE WAS COUNT. WHEN I MARRIED HIM HE WAS A STAKE-DRIVER."

"AH-MRS. JIGGS! I AM CHARMED AT THE HONOR OF MEETING YOU."

"JUST STICK AROUND, COUNT. I'VE GOTTA GO AN' PILE IN THE GROCERIES."

"YOU MUST STAY AND DINE WITH US."

"HAROLD MY FIRST HUSBAND?"

"MARIE?"

"GREAT HEAVENS! ANOTHER IMPOSTOR!"

"HE'S NO COUNT. HE'S A BIG LOAFER."

"PHONE FER THE POLICE, MAGGIE. I GOT HIM LOCKED IN THE CLOSET."

"DID YOU PHONE FOR THE POLICE?"

"YES. ARE YOU ALL OF 'EM? COME THIS WAY."

"MARIE?"

"MY SECOND HUSBAND! JOHN!"

"O-U!"

"HEY! COME BACK HERE."

"NOT ME."

"I KNOW I'M GOING TO FAINT. SEND FOR A DOCTOR."

"THAT SECOND HUSBAND WAS WORSE THAN THE FIRST BUT THE CROOK THAT SAID HE WAS A COUNT WAS AWFUL. HE NEVER SUPPORTED ME FROM THE DAY WE WERE MARRIED."

"I'LL PHONE FOR A DOCTOR."

"I'M DOCTOR CARVER. DID YOU PHONE?"

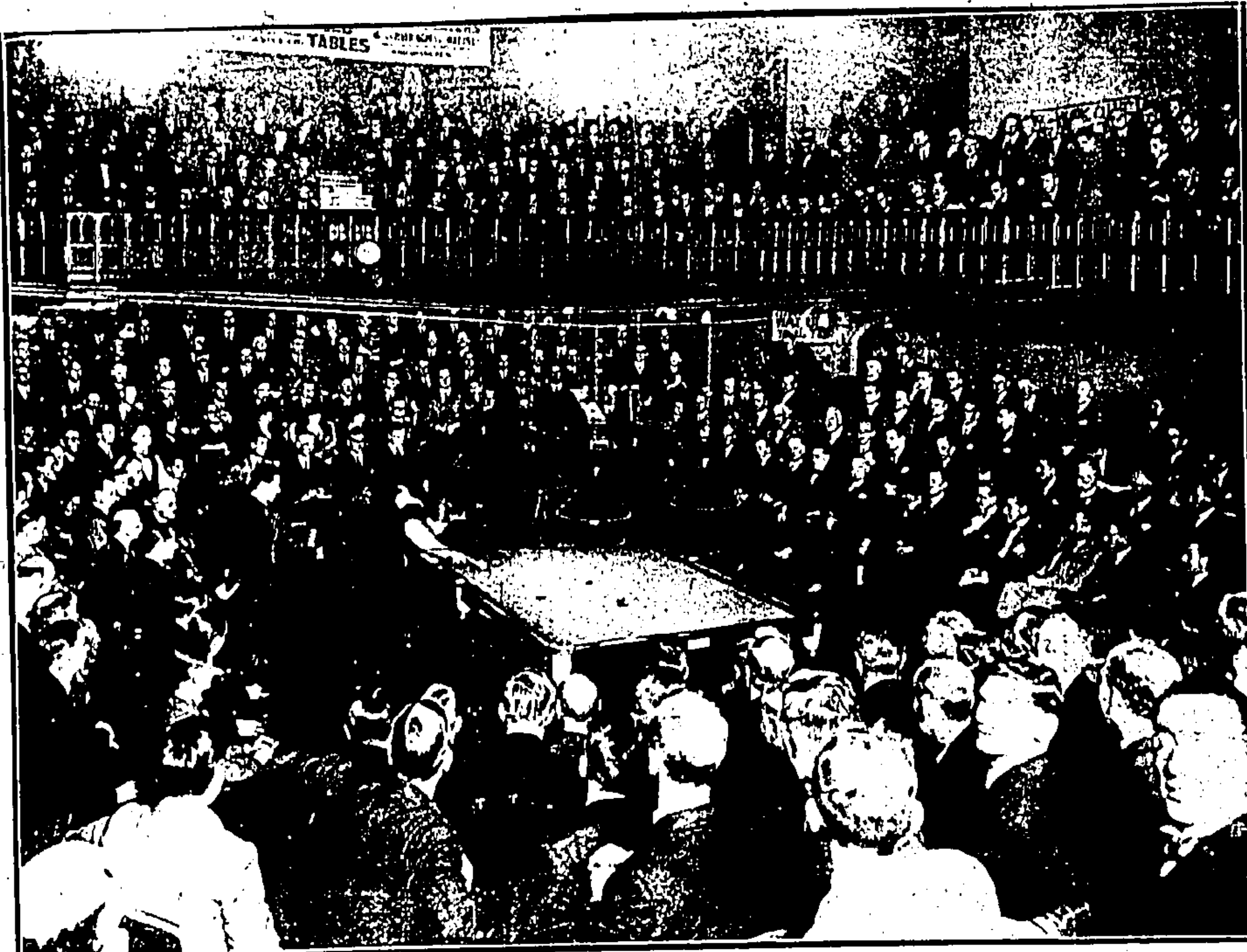
"I DID STEP RIGHT THIS WAY. MY WIFE IS ILL."

"MARIE?"

"HERBERT-MY FOURTH HUSBAND!"



Our Homeside Picture Service



BILLIARDS.—Walter Lindrum, the Australian Champion, v. W. Smith, at the Memorial Hall, Faringdon Street, London. A record crowd was present to witness the time limit match and wonderful form was maintained by both players. Here is a general view of the match in progress, with Lindrum at the table, on one of his big breaks. — (Sport and General).



PRINCE SEES VARSITY RUGBY MATCH.—The annual contest between Oxford and Cambridge, on the famous Twickenham ground, London. The Prince of Wales had an enthusiastic reception as he walked out to shake hands with members of both teams. He is seen shaking hands with Mr. A. E. Freethy, the referee. — (Sport and General).



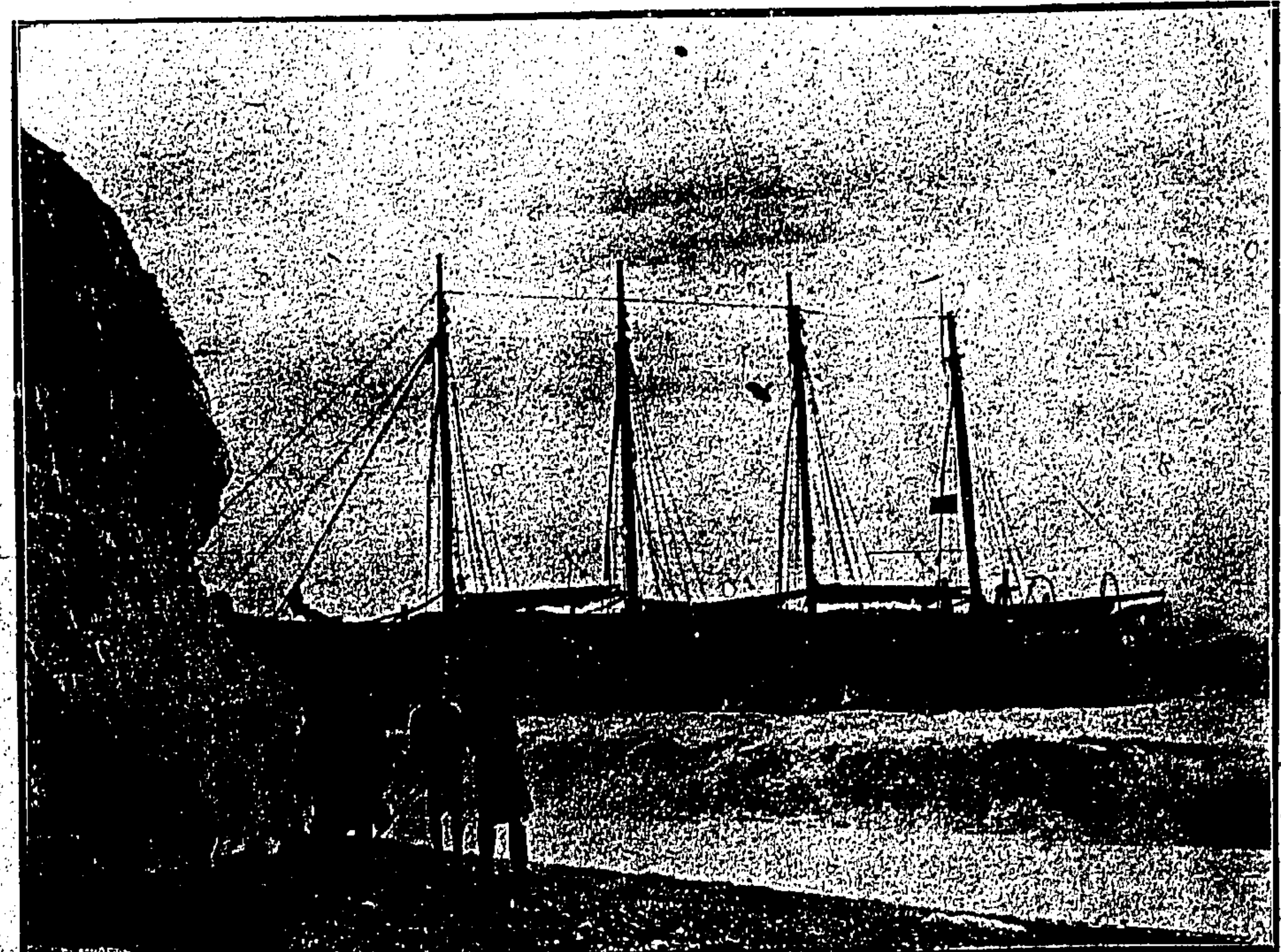
"WINSTON" IN A STUDENTS' "RAG."—Mr. Winston Churchill, during his installation as Chancellor of Bristol University, was made the centre of a students' "rag" and forcibly taken to the Hall to answer charges of "drink and disorderly." Needless to say, Mr. Churchill good-humouredly entered into the spirit of the "rag." Students and undergraduates are seen chairing Mr. Churchill—who is smoking the inevitable cigar—back to his car as a "free" man. — (Sport and General).



FLOOD SCENES AT WINDSOR, BERKSHIRE.—Floods threatening the playing fields at the famous Eton College. Our picture shows the flooded meadows adjoining, with historic Windsor Castle in the background, during the recent heavy gales in Britain. — (Sport and General).



VOYAGE TO FAR SOUTH.—The Discovery II left St. Katherine's Dock, London, for a three-year voyage of research in the Antarctic. The purpose of the expedition is to investigate whales with the object of safeguarding the future of the whaling industry. The vessel, which is built of steel and specially constructed to resist ice pressure, carries a scientific staff of six who will be under the leadership of Dr. S. W. Kemp. The Discovery II is shown leaving Tower Bridge. — (Sport and General).



LIFEBOATMEN'S ALL-NIGHT VIGIL IN THE STORM.—The great hurricane which swept the British Isles on the night of December 6, and raged for two days, was responsible for appalling disasters on land and sea. Danish four-master barque Morgens Kock—Driven ashore at Havens Point at the mouth of the Cuckmere River, near Eastbourne, Sussex. Her crew of ten were rescued by the Newhaven lifeboatmen, who had themselves been out all night trying to rescue another vessel. The sea was so rough that even the lifeboat crew thought they would never return safely. Photo shows several boys watching the wreck being pounded by heavy seas. — (Sport and General).

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SLAZENGER'S.

Interview With M. Bernard

"The extraordinary thing is that people with entirely different talents are working towards the same end. I am usually classed with eccentrics as there is the same sort of simplicity about our work. That is, there is a Laennard (of whom I am a profound admirer), who dives into the subconscious. Gaudy Milson, the author of "Mars," strikes the note of symbolism, and other representative moderns are Jean Victor Pellerin, who has experimented with expressionist and Jules Romains, whose play "Dr. Knock" has been seen in London."

"All these playwrights have different mediums of expression, and yet they represent a similar tendency, an attempt to break away from the old dramatic tradition. Really if one tried to trace the

Vienna.—Professor Schmorz's experiments have aroused some controversy. Following his discovery of a simple method of sterilisation, he was hailed in some quarters as a benefactor of the race.

But the German doctors of Styria have excluded him from their union on the ground that he is "a danger to the country and to ethics." He is no longer permitted to lecture at the University at Graz, the capital of Styria for the same reason.

A Social Democratic deputy recently asked questions in Parliament on the subject, declaring that this treatment of a deserving scientist is "harmful." At a big public meeting Professor Schmorz was assured of the confidence and admiration of a large number of people.

Experiments Banned By Doctors

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The citation of a similar problem in a Berlin newspaper eventually caused the husband to propose that the dog should remain his property and be lent to the wife for an hour on one day of each week. The wife retorted with the counter-proposition that the dog should remain in her possession, and be lent to the husband for several hours a time on several days of the week. And on this arrangement divorce was finally concluded.

Husband And Wife And The Dog

Zoltan Sarkany, a Budapest wholesale merchant, recently filed a petition for divorce on the ground that both he and his wife had outgrown their affection after two years of marriage. It appeared, however, that neither petitioner nor his wife had outgrown their affection for a Doberman dog to which both were equally devoted. As the Sarkany's were unable to decide on the fate of the dog, which they desired to be legally included in the verdict, they were obliged to postpone the making absolute of divorce until some agreement could be arrived at.

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MONEY. LEFT

Letters of administration have been granted to Mr. Choi Yat-wai, otherwise known as Juan Chong, in the estate of Choi Cheung Hing, otherwise Rosa Chan Chols, who died intestate on June 1, 1929, and who left property in the Colony to the value of \$7,800.

WATER RETURN

CITY AND HILL DISTRICT WATER
WORKS.

ne
er,

| | | |
|---|---------|---------|
| Acetophen. acetosulf. | 29.70 | |
| Total | 893.50 | 482. |
| Consumption of water in Kowloon in millions and decimals of gallons during the month of December. | | |
| | 1928. | 1929. |
| Consumption | 109.79 | 119.9 |
| Estimated population | 166,220 | 173,840 |
| Consumption per head per day | 21.0 | 21.7 |
| Constant supply in all districts during December 1928 and 1929. | | |
| The Government Analyst's report shows that the quality of the water is satisfactory. | | |
| Total rainfall: December 31, 1928. | 71.16. | |
| 71.16: December 31, 1929. | 69.28. | |

LONDON EXCHANGES

| | London, Yesterday. |
|----------------|--------------------|
| Paris | 123.92 |
| New York | 4.86½ |
| Brussels | 34.94½ |
| Geneva | 25.19 |
| Amsterdam | 92.11½ |
| Milan | 93.08 |
| Berlin | 20.97½ |
| Stockholm | 18.13½ |
| Copenhagen | 18.20 |
| Oslo | 18.21½ |
| Vienna | 34.62 |
| Prague | 164½ |
| Helsingfors | 193¾ |
| Madrid | 35.57½ |
| Lisbon | 108½ |
| Athens | 375 |
| Bucharest | 818 |
| Rio | 5 9/16 |
| Buenos Aires | 44 13/16 |
| Bombay | 1/5 15/16 |
| Shanghai | 2/0 ½ |
| Hong Kong | 1/6 ¾ |
| Yokohama | 2 3/16 |
| Silver Spot | 21 |
| Silver Forward | 20¾ |

—British Wireless Service

PASSENGER LISTS

ARRIVING

Passengers due to arrive from Singapore per s.s. Haruna Maru on January 19:

Mr. and Mrs. M. Albarg, Miss G. Albarg, Mr. and Mrs. S. Eddy, Rev. and Mrs. G. Garden, Miss Marshall, Mr. and Mrs. K. Page, Mrs. C. E. Phipps, Miss Walker, G. C. Wood, J. Arntineira, J. Azcue, J. Azper, P. L. Carranga, Mr. and Mrs. J. Doris, Mr. and Mrs. E. Eleche, G. Garamillo, J. Garamillo, J. Gargazza, J. Hamonni, R. Hernandez, J. Ibarrobasia, M. Ichaso, P. Ituarte, Mr. and Mrs. J. Izaurquie, J. Jauregui, Mr. and Mrs. T. Jauregui, M. Laruscain, T. Laruscain, W. O. A. McNeelce, J. Maguregui, T. Mandiola, Mr. and Mrs. J. Marcano, J. Mas, Miss D. Mitchell, Miss E. Mitchell, J. M. Munoz, J. Olalde, P. Olaso, Mr. and Mrs. G. Palau, Mr. and Mrs. L. H. Rawson, Mr. and Mrs. C. H. Ridgway, J. Salsamendi, W. Tondor, J. A. Uribeita, T. Uriarte, J. Urculi, A. B. Eltoro, T. J. Alvarez, J. Kasso, Mr. and Mrs. Miller, and sons R. Mushi, Mr. and Mrs. Rutz, J. Shima, I. Takenaka, Paymaster Lt. Comdr. J. Auira, Mrs. S. B. Bryan and family, K. Fuchizawa, S. Hazama, Y. Hirose, D. Hijima, T. Iwada, L. Comde, M. Inage, K. and Mrs. K. Inamura, K. Kato, T. Kuroda, Mr. and Mrs. S. Matsuba, T. Matsumoto, Y. Morizumi, T. Okuni, Mrs. E. O. O'Regan, F. B. O'Regan, Mrs. R. Shimazaki.

KOWLOON WATER WORKS

| | | |
|---|---------|---------|
| | 1929 | 1930 |
| Kowlson Reservoir | 9' 0" B | 9' 0" B |
| Shek Lai Pui Reservoir | 2' 0" B | 2' 1" B |
| Reception Reservoir | 1' 8" B | 1' 8" B |
| Storage in million and decimals of gallons. | | |
| Kowlson Reservoir | 1929 | 1930 |
| Shek Lai Pui Reservoir | 200.74 | 354 |
| Reception Reservoir | 104.10 | |
| Total | 23.75 | 28.25 |
| Consumption of water in Kowlson in millions and decimals of gallons during the month of December. | | |
| 1928 | 1929 | |
| Consumption | 109.70 | 113.33 |
| Estimated population | 168,220 | 172,230 |
| Consumption per head per day | 21.0 | 21.7 |
| Constant Supply in all districts during December 1928 and 1929. | | |
| The Government Analyst's reports show that the quality of the water satisfactory. | | |
| Total rainfall: December 31, 1928 | 11.92 | |
| 71.16: December 31, 1929 | 69.28 | |

Sport Columns

H.K. GOLF CLUB

Starting Times For To-morrow

The following are the starting times for the Royal Hong Kong Golf Club competitions for to-morrow:—

9.08 a.m.—H. G. Howard and W. J. Clerk.
 9.16 a.m.—J. S. Dykes and C. B. Riggs.
 9.24 a.m.—J. S. Drummond and F. M. Ellis.
 9.28 a.m.—I. W. Shewan and S. Ldr. Bounphrey.
 9.32 a.m.—O. E. C. Marton and A. H. Alexander.
 9.36 a.m.—C. Thwaites and J. MacKnight.
 9.40 a.m.—F. A. Howard and W. D. Harris.
 9.44 a.m.—A. H. Ferguson and P. O. C. E. St. J. Beamish.
 9.48 a.m.—E. D. Lawrence and D. G. G. Macdonald.
 9.52 a.m.—A. Langston and S. S. Perry.
 9.56 a.m.—R. M. Henderson and A. Anderson.
 10.00 a.m.—L. G. S. Dodwell and Major Aste.
 10.04 a.m.—Capt. Blaxham and A. H. Mussen.
 10.08 a.m.—J. Smith and R. A. Campbell.
 10.12 a.m.—V. M. Grayburn and E. Grimble.
 10.16 a.m.—T. S. Whyte Smith and E. des Voeux.
 10.20 a.m.—L. R. Andrewes and Lieut. Macintyre.
 10.24 a.m.—A. E. Lissaman and Sub. Lt. Moseley.
 10.28 a.m.—A. C. Meredith and J. Highet.
 10.32 a.m.—R. W. Taplin and E. D. Black.
 10.36 a.m.—A. H. Penn and M. G. Mills.
 10.40 a.m.—E. P. Streatfield and M. D. Scott.
 10.44 a.m.—H. Hampton and J. S. MacLaren.
 10.48 a.m.—H. U. Ireland and A. Leach.
 10.52 a.m.—I. H. Geare and F. A. Redmond.
 10.56 a.m.—W. Weight and W. C. Clark.
 11.00 a.m.—J. W. Alabaster and G. W. Reeve.
 11.04 a.m.—W. A. Butterfield and Major Beamish.
 11.08 a.m.—W. B. Cornaby and A. Piercy.
 11.12 a.m.—A. B. Purves and O. Eager.
 11.16 a.m.—J. D. Humphreys and J. R. Collis.
 11.20 a.m.—J. D. Thomson and A. D. Humphreys.
 11.24 a.m.—A. G. Coppin and G. H. Wilson.
 11.28 a.m.—J. Forbes and E. M. Bryden.
 11.32 a.m.—E. R. West and J. L. Bonnar.
 11.36 a.m.—J. L. Adams and J. B. Lanyon.
 11.40 a.m.—J. C. Kyle and D. J. Gilmore.
 11.44 a.m.—C. E. Moore and D. S. Robb.
 11.48 a.m.—C. Mycock and S. T. Butlin.
 11.52 a.m.—G. E. Towns and M. B. Mathews.
 11.56 a.m.—T. C. Monaghan and H. A. Lammert.
 12.00 p.m.—N. K. Littlejohn and A. O. Brawn.

RUGBY FOOTBALL

The Club team to meet the Army in the last triangular tournament match to-day on the Hong Kong F.C. ground at 4.15 p.m. is as follows:—

Backs: R. J. Griever, three quarters, G. A. L. Plummer, J. D. A. Hutchison, M. D. Scott, G. P. Lamont, H. H. Backs, R. Churchill, J. L. Bonnar, Forwards, R. C. Cherrill, A. D. Suttill, D. L. Milne, Day, E. R. West, T. Riddell, W. F. Peers, F. R. Burch, B. P. Massey.
 Referee: Major Caddell.

SCHOOL SPORTS

Annual Meeting of Ellis Kadoorie

The annual athletic sports meeting of the Ellis Kadoorie School for Indians was held on the Indian Recreation Club ground, Soekumpoo, yesterday afternoon, in the presence of a large gathering of spectators. There were 22 events on the programme, in all of which keen competition was seen, and an altogether enjoyable afternoon was spent by competitors and spectators alike.

Mrs. A. T. Hamilton gave away the prizes and at the close was accorded three hearty cheers on the call of Mr. Bishen Singh. She was also presented with a beautiful bouquet of flowers.

THE RESULTS

Event 1.—High Jump senior:—1, Abdul; 2, Gurdial Singh; 3, Abdul Ahmed.
 Event 2.—High Jump junior:—1, A. Be Hassan; 2, Mohd Syed; 3, S. M. Bux.
 Event 3.—Three-legged race senior:—1, Mohd Darwood and H. Ali; 2, Abdul and Abdullah.
 Event 4.—Three-legged race junior:—1, Ust. Esmail and A. Be Hassan; 2, Nuranjan Singh and Prabdazal; 3, S. M. Bux and S. Ebrahim.
 Event 5.—100 yards senior:—1, Gurdial Singh; 2, Abdul; 3, Abdullah.
 Event 6.—100 yards junior:—1, Mohd Syed; 2, A. Be Hassan; 3, I. Darwood.
 Event 7.—Sack race senior:—1, A. R. Kitchell; 2, Abdul; 3, A. H. Esmail.
 Event 8.—Sack race junior:—1, A. Be Hassan; 2, S. Ebrahim; 3, G. R. Ali and W. Khan (dead heat).
 Event 9.—220 yards senior:—1, Gurdial Singh; 2, Abdul; 3, Abdullah.
 Event 10.—220 yards junior:—1, Mohd Syed; 2, A. Be Hassan; 3, S. M. Bux.
 Event 11.—Throwing the cricket ball:—1, Abdul; 2, S. A. Ismail.
 Event 12.—Class 8 race:—1, Mohd Yusuf; 2, Nazir Ahmed; 3, J. J. Talis.
 Event 13.—½ mile senior:—1, Gurdial Singh; 2, Abdul; 3, D. Shamsuddin.
 Event 14.—¼ mile race:—1, Mohd Barkat; 2, S. M. Bux; 3, Mohd Syed.
 Event 15.—Class 7 race:—1, Hussain Ali; 2, Mohd Darwood.
 Event 16.—Arithmetical race:—1, Abdullah; 2, S. Ebrahim.
 Event 17.—Arithmetical race (lower school):—1, Abdul; 2, R. Shamsuddin.
 Event 18.—Class 4 race:—1, Darwood Ali; 2, Omar Hossein.
 Event 19.—Masters' race:—1, Mr. M. A. Khan, B.A.; 2, Mr. C. C. Tong, B.A.
 Event 20.—One mile race:—1, A. H. Abbas; 2, R. M. Bux; 3, Tara Singh.
 Event 21.—Old Boys' race:—1, D. Mohammed; 2, A. Hussain; 3, S. Hassan.
 Event 22.—Consolation race:—1, Mohd Hassan; 2, Abdul Khan.
 Senior Championship:—Gurdial Singh.
 Junior Championship:—Mohd Syed.



Primo Carners, the giant Italian heavyweight who won on a foul from Young Stribling in a recent bout in Albert Hall, London. He is shown taking on three of his partners in Regents Park.

POLO

Results of Tournament Games

A fine indication of the evenness of the strength of the sides on competition was afforded by the American tournament run by the Hong Kong Polo Club. The result of the matches played yesterday found the competing teams on even terms, which means that the tourney will have to be played all over again.

The results of the games played yesterday, one chukker each, were as under:—
 Odd Lots beat K.O.S.B., 1-0.
 Headquarters Officers drew with the Civilians, 1-1.
 K.O.S.B. beat Odd Lots, 1-0.
 Headquarters Officers drew with the Civilians, 1-1.
 Owing to the illness of Col. Haskard, his place in the Headquarters Officers' team was taken by Lt. Kelly, K.O.S.B.

HOCKEY

Playing on the U.S.R.C. ground yesterday, the H.K. Hockey Club lost to the Navy by three goals to two. The match was fast and interesting and both teams were in excellent form.

Caer Clark Cup

The Kowloon Ladies Hockey Club and the Club de Recreio ladies will meet in the first match for the Caer Clark Cup on the Y.M.C.A. ground at King's Park at 3 p.m. to-day. The teams are as follows:—

Recreio: A. Roza, A. Basto, L. Silva-Netto, C. Botelho, M. Roza, M. Remedios, M. Alves, O. Basto, H. Leite, C. Osmond, L. Xavier.
 Kowloon Ladies: M. Mason, M. Woolley, M. George, N. Field, P. Woolley, P. Whitley, D. Pinget, V. Eastman, E. Anslow, I. Rogers, E. Woolley.

HEAD OR BUST?

Czech Actress Sues A Sculptor

Madame Anna Sedlachkova, of the National Theatre, has brought an action against the talented Czech sculptor, Folt, who had been commissioned to make a marble model of the actress's head. Recently Madame Sedlachkova was astonished and disconcerted to find a crowd outside one of the largest Prague art stores gazing with interest at a model, not only of her head, but of her naked bust as well. Several newspapers and magazines reproduced the work. The actress at once insisted that the (to her) offensive portions of the work should be suitably draped. She was unable to obtain the removal of the model, and is now suing the sculptor for "semifalsification." She declares that she sat to the sculptor only for a model of her head, certainly not for a full bust. On the other hand, the sculptor declares that the actress sat for him exactly as he has depicted her in the model. He says that one of the sittings took place in the presence of her husband, a Czech industrialist.

TURKEY'S DAY OF REST

CHANGE TO BE MADE FROM FRIDAY TO SUNDAY

ECONOMIC EFFECT

Stamboul.—The Government has virtually decided that Sunday, not Friday, shall be the weekly day of rest. The decision has been widely commented on by the Turkish Press. It is understood that a draft law relating to the change is about to be laid before the Great National Assembly at Angora. The reasons for the reform are purely economic. It is one of the remedies the Government contemplates for the depression Turkey has experienced during the past three years.

In February, 1924, Turkey introduced a compulsory weekly rest-day. The choice fell on Friday, because on that day, more than on others, Mussulmans devote time to prayer, and because Turkey, after the Anatolian victory, wished to emphasise national sentiment. All the foreign administrations and banks accordingly had to close their offices on Fridays.

The Sheri law does not recognise a weekly day of rest. The Mussulman used to close his shop on Friday only for an hour or two about noon. There were many objections to the Government's choice of Friday as a compulsory rest-day. Financial transactions, for example, were obstructed, because banks, being closed on Sundays, were unable to communicate with the Occidental markets, and, owing to the closing of European stock exchanges, were unable to work normally on Saturdays and Sundays. Thus every week contained almost three days when economic activity was paralysed.

MR. G. B. SHAW AS SUN-WORSHIPPER

INVITATION TO "JOY OF LIFE BALL"

Mr. George Bernard Shaw may appear as the High Priest of Sun-Worshippers at the "Joy of Life Ball" organised by the People's League of Health, to be held at Covent Garden.

Miss Olga Nethersole, the founder and honorary organiser of the People's League of Health, told a reporter that she had asked Mr. Shaw to lead the Lido section of the pageant, which will depict sun-worshippers from the earliest times to the present day. It is suggested that Mr. Shaw should appear in his own wonderful sun-bathing costume, and act as the High Priest of these seekers after health.

Mr. Shaw has not yet replied to the invitation, but the prospects of his appearance are regarded as good.

BEFORE THE WAR

Foreign Office Records of Austria-Hungary

The publication by the Vienna Foreign Office of "Austria-Hungary's Foreign Politics from 1908 until 1914," in nine volumes, was decided on in April, 1926, under the Chancellorship of Dr. Ramek. After three years and a half of hard work the work has now been completed. The nine volumes contain some 7,144 pages, and the issue in such a comparatively short time is considered in Vienna a record in printing.

Perhaps an even greater feat is that of the four University Professors of History, who examined all the official documents—Professor Hans Uebersberger, an expert on the history of the Near East, who went through the secret deeds and the documents in connection with Russia and the Balkans; Professor Alfred Francis Pribram, who dealt with Germany, Western Europe, and the States; the present Education Minister, Professor Heinrich Srbik, and Professor Ludwig Bittner.

Request For "Absolute Guarantees"

Mahatma Gandhi, the Indian leader, in a letter to Mr. Fenner Brockway, the Labour M.P. for East Leyton, who had urged co-operation as a step towards the solution of India's problems, writes as follows regarding the Viceroy's declaration on Dominion status for India:—

"I have done whatever was possible, but you will be patient with me if I do not take things quite on trust. I would want some absolute guarantees that things are not what they seem. The two Parliamentary Debates contain nothing, not even in Bann's speech, that would give me assurance that I may approach the Conference with confidence and safety. I would far rather wait and watch and pray than run into what may after all be a dangerous trap, maybe quite unintended."

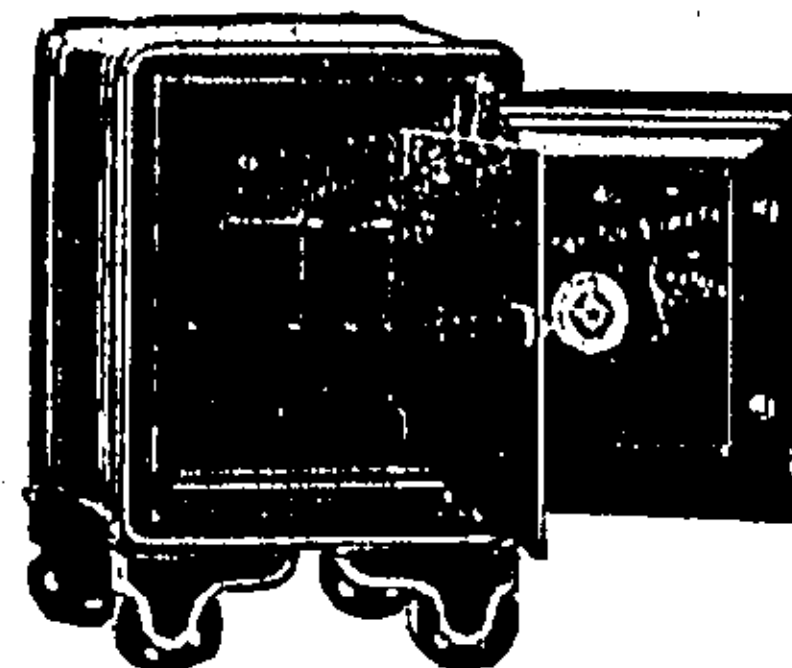
"The Montagu reforms have proved illusory. They have not eased the misery of the poor. On the contrary they have demonstrably increased their burdens. The price that was paid for the reforms was altogether too heavy. I want to pay no price for Dominion Status, or whatever name the reality is called by. Why should a creditor have to pay anything for the repayment of debts due to him?"

"I will follow the methods that I have adopted throughout life, and as, for instance, in South Africa. Immediately I found that Smuts meant well, I capitulated; but I did so after having taken a written assurance from him. How the events will shape themselves in the next few days I do not know. But I owe it to you to make my position as clear as I can in a brief letter dictated in the midst of an exacting tour, and at night after a fatiguing journey."

Sixteen "White Crusaders" have been condemned to death at Voronezh, in Russia, for "avenging relatives shot by the Bolsheviks." Eighteen have been sentenced to imprisonment.

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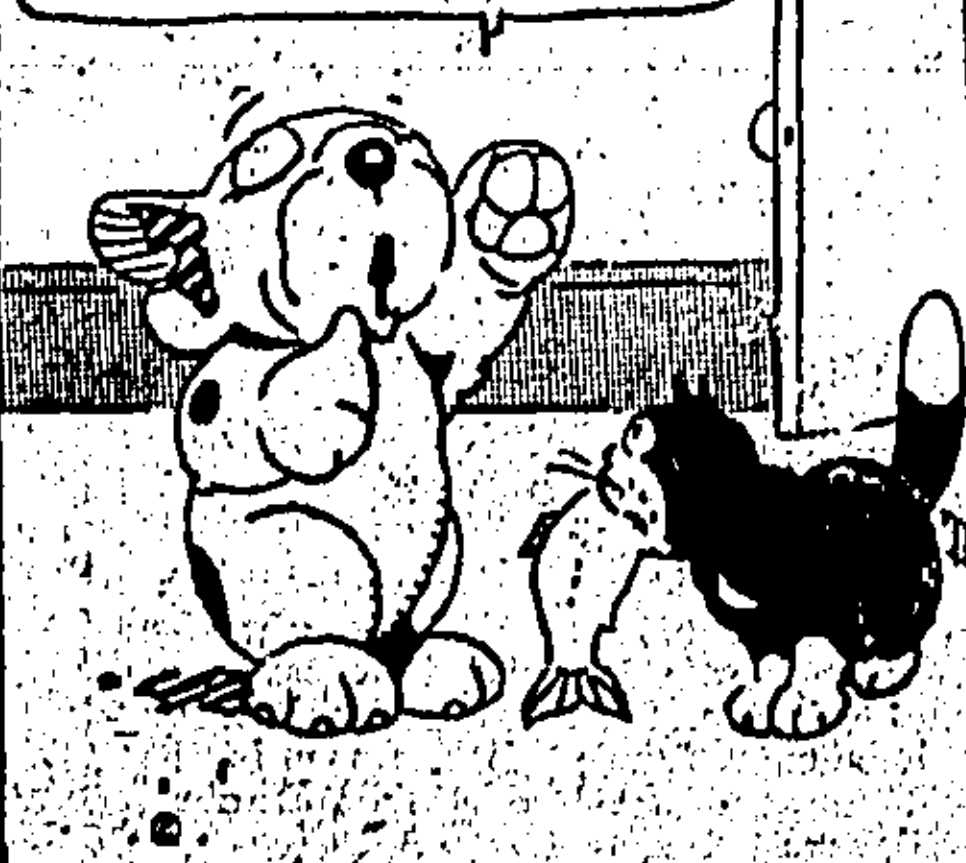
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By George Studdy

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THIS MUST BE RETURNED TO THE LARDER, CAT-AND YOU MUST MEND YOUR WICKED WAYS!



WHAT PAYS IT AGAIN, BONZO!



World News In Pictures

Much Impressed by West



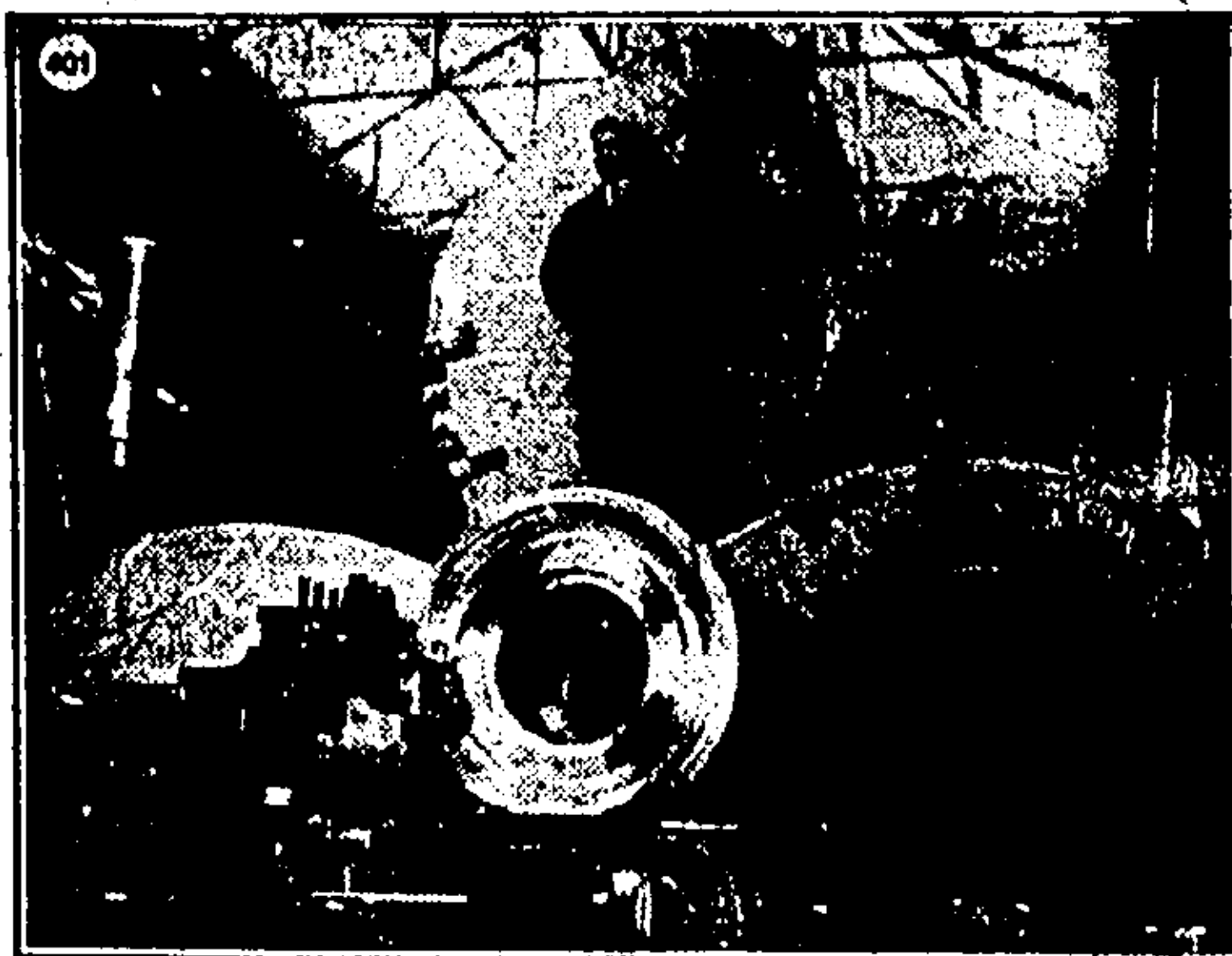
Hector Charlesworth, editor-in-chief of the Toronto Saturday Night, and author of "Candid Chronicles" and "More Candid Chronicles," has been travelling over Canadian Pacific lines throughout the West on a combination holiday and business tour this summer. He is here seen in the grounds of the Empress Hotel Victoria which he visited for the first time since its construction. He was greatly impressed with the rapid growth and development of the entire city of Victoria.

\$1,000,000 Bequest



News from Chicago filled the humble home of Mrs. Louis Hutchinson, of London, with joy when she learned that through the demise of an aunt who had gone to Chicago more than twenty-seven years ago, she is the owner of \$1,000,000.

World's Largest Bronze Propeller



All in one piece—four blades and boss—the propeller shown above in the process of manufacture is the world's largest bronze propeller. It has just been made in the Charlton Works of J. Stone & Co., Ltd., for the new Canadian Pacific liner "Empress of Japan," which will take up service between Canada and the Orient next July. More than 35 tons of special bronze was used in casting this "wheel," which is over 20 ft. in diameter. There are two of these on the new 25,000-ton vessel. They will absorb 15,000 shaft horse power each and will drive the liner at a speed of 21 knots.

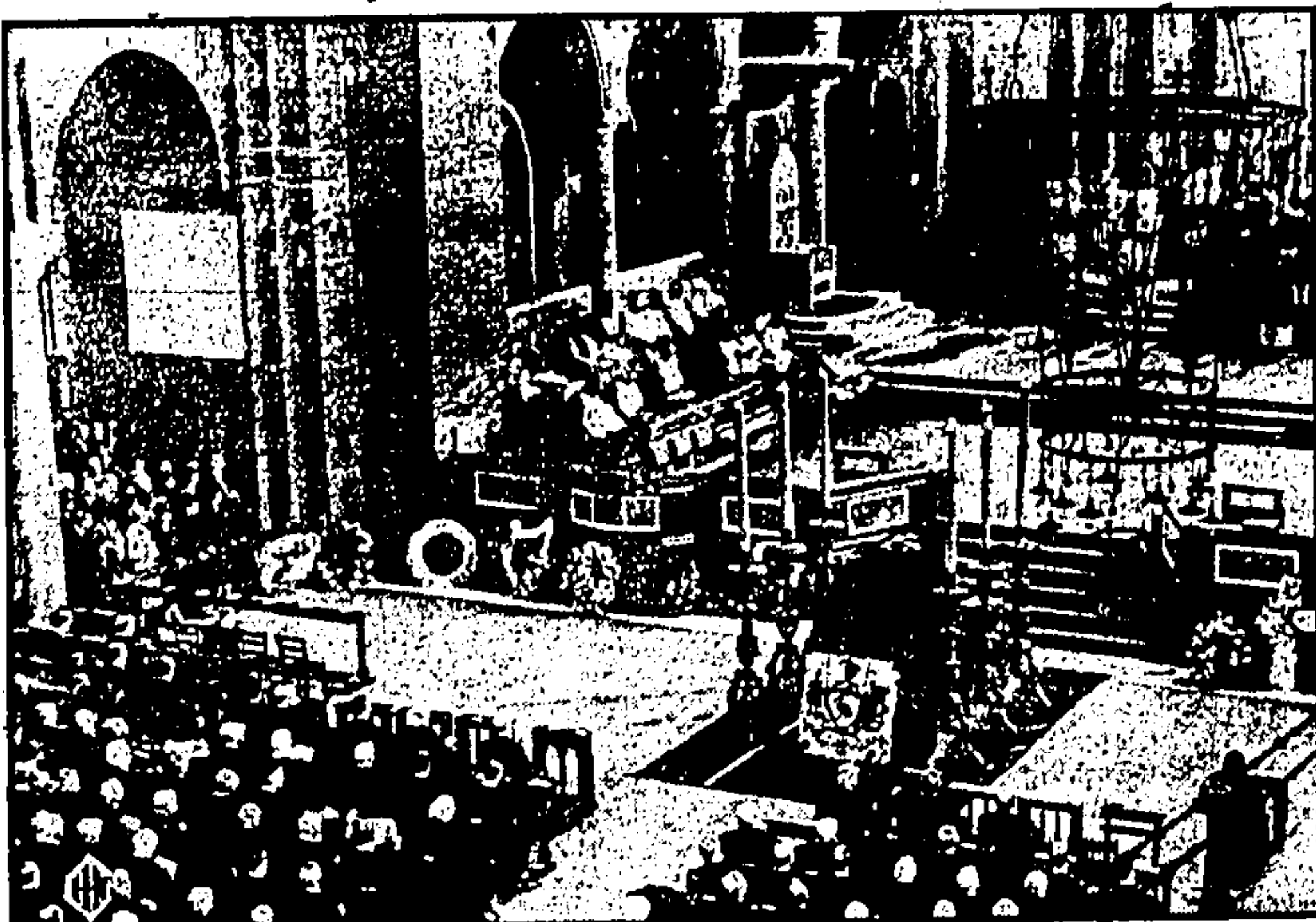
A strange feature of their manufacture is that the bronze is poured into the molds from below, thus ensuring perfect metal in all parts. After the casting has cooled and the molds have been removed the enormous screw is turned on a lathe and then planed in a special machine that keeps its pitch accurate. The "Empress of Japan" for which this propeller was made will be 662 feet long, will have a breadth of 83½ feet and all of this will be sent through the water at a speed of 21 knots by two propellers weighing 20 tons apiece.

Wyoming Man For Senate



Patrick J. Sullivan, Republican National Committeeman from Wyoming, has been appointed by Governor Frank C. Emerson to succeed the late Senator Francis E. Warren. Sullivan will serve until a successor is chosen at a special election this month.

Homage to "Tay Pay"



The funeral services for T. P. O'Connor, journalist and statesman, known as "Father of the House of Commons," was one of the most impressive gatherings which has ever been seen within the portals of Westminster Cathedral. The services were attended by statesmen, newspaper men and the general public.

Candidate for Peace Prize



Salmon O. Levison, Chicago lawyer, was reported to be a candidate for the Nobel Peace Prize. He is the author of what is now the world-famous plan for the outlawry of war.

Signs Into World Court



Jay Pierpont Moffatt, youthful Charge d'Affaires and interim of the American Legation at Bern, Switzerland, who was authorized by President Hoover to sign the World Court protocol on behalf of the United States.

Claims Fortune



Leonard Charles Gray, 25-year-old worker in a Sheffield steel works, claims that he is the missing heir to the late William Emery, Washington, N. C. He has begun proceedings to recover a fortune of \$500,000 left by Emery.

Rail Heads Aid Amateur Sport



1.—Mr. E. W. Beatty.
2.—Mr. A. D. MacTier.
3.—Sir George McLaren Brown.

Included among a number of prominent Canadians who are supporting the move to popularize British Rugby football in the Dominion are E. W. Beatty, chairman and president of the Canadian Pacific Railway, and honorary president of the newly formed British Rugby Union of Canada; A. D. MacTier, vice-president eastern lines of the railway, and honorary vice-president of the Union; and Sir George McLaren Brown, European general manager of the company, who will second representation at the London headquarters of the British Rugby Union. It is hoped to bring together in Canada amateur teams from all over the Empire. J. Fyfe-Smith, of Vancouver, is president of the Canadian Union.

Soviet Ambassador



Comrade Sokolnikoff has been named Ambassador to represent the Soviet in Britain. The post is one requiring great diplomatic skill. It is believed that Sokolnikoff's long experience as a statesman particularly fits him for the position.

Bryan's Daughter



Considerable significance is attached to the placing of Representative Ruth Bryan Owen, Democrat, of Florida, on the House Committee on Foreign Affairs. Mrs. Owen is the daughter of the late William Jennings Bryan.

LAST DAY

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The Cubs' Corner

One day when you are playing with some of your little friends, and you don't quite know what to do, make this suggestion: See who can draw the best with the eyes shut. Oh, dear, it is so funny, and so difficult, too. The best thing to say is, "Now we will all draw a cat." The players all take up their pencils, shut their eyes, and they try to draw a cat on their paper. Afterwards, at a given signal, all open their eyes and show their drawings to each other. The pictures are bound to cause lots of laughs.

Another day try drawing an animal by figures. You know what I mean: Six for a nose, and nought for the head, and so on. Make up your own designs, and use what figures you like. It's wonderful what quaint pictures you can make in this way.



The "Old Scout's" Column.

"Kindness and Old Spanish gentleness are Proverbs great virtues," says an old Spanish proverb; and another says, "Oblige without regarding whom you oblige," which means be kind to every one, great and small, rich or poor.

The great point about these knights was that they were always doing kindnesses or good turns to people. Their idea was that every one must die, but we should make up our mind that before our time comes we shall do something worth while. Therefore do it at once, for we never know when we may be going off.

So with Scouts, it has been made one of our laws that we do a good turn to some one every day. It does not matter how small that good turn may be, if it is only to guide a little child across a street or to put a halfpenny in the poor box. Something good ought to be done each day of your life, and you should start to-day to carry out this rule with renewed vigour, and never forget it, even after you cease to be Scouts. Remember the knot in your scarf—the reminder to do a good turn.

When the Russians were besieged in Port Arthur by the Japanese, who got close up to their fort by digging long, deep trenches, into which the Russians were not able to shoot. On one occasion, they were so close that a Russian soldier was able to throw a letter into the enemy trench. In this letter, he said that he wanted to send a message to his mother in Russia, as she was very anxious about him; but as Port Arthur was cut off from all communication he begged that the Japanese would send the message for him; and one enclosed a gold coin to pay the cost. The Japanese soldier who found the note, instead of tearing it up and keeping the gold coin, did what every Scout would do, took it to his officer, and the officer

ROUND THE CAMP FIRE

Scouts in Kilt

PROPOSED FORMATION OF SCOTTISH TROOP

It is understood that a Scottish troop of Boy-Scouts is shortly to be formed in Kowloon. Mr. R. M. Dyer is actively interested in the project and those who are interested in the project and those who are interested should get in touch with Mr. W. C. K. Mackie, of the Kowloon Docks.

If the new troop is established, it should be a striking addition to the local Scout Movement, as, it is understood, the kilt will be worn by the laddies as part of their uniforms. It is also hoped to form a Pipe Band in connection therewith.

OLD PATHS IN AFRICA

WHY THEY ARE ALWAYS WINDING

THE SLAVE ROAD

In Africa, long before the British came and built roads (says a British writer), small paths wound in and out of the bush, from village to village. These paths remain to-day and are still used. They are always winding because they were made by the feet of the natives who trod them, and a native cannot make a straight line.

These paths, when you see them in open grass country, wind in and out like a corkscrew. They are very narrow because they were worn by men walking in single file, as the natives always walk. Nowadays they are very often trodden by white men because there are still comparatively few roads for cars. The District Commissioner goes along these winding paths from village to village to hold his courts. The paths run through the bush, and one wonders about the first people who trod them, because they must have cut a way between the cactus thorn and wild aloe and other thick-growing things which, even when they are cut, leave sharp stumps that make walking dangerous and painful. There are parts of the bush through which only the rhino can force his way.

Native Pioneers

The little paths tell us that those first natives were pioneers, like the white men who followed them with road building. Both cut their way through this seemingly impenetrable bush, and one of these days the roads will intersect each other across Africa as the paths do now. And the paths, perhaps, will be forgotten and will presently disappear.

Sometimes this happens now when a village or a banana plantation is moved and there are no longer feet to keep the path, and the coarse grass may grow over it from either side. But does a path ever quite disappear? Do we not feel that a man many years later might find the path beneath his feet, guiding him along its windings as it was made by runnings, naked feet to the village, or to where a village once was?

Pitiful Recollection

Men making roads now in Africa or elsewhere find traces of roads made or begun many years ago. So men set their mark on a country as though they made it their own, leaving something of themselves that shall last for ever. Late engineers building a road at Kenya came across a strip of an old road abandoned a good many years ago. The bush had crept up on either side to swallow it, but these men found on the stones the wheel marks of the old caravans that used to go up and down from the Coast. In time the bush will quite cover these stones and the marks of the wheels until the road-maker comes that way again, and one feels

An Expansion Plan

GIRL GUIDES IN NEW YORK

New York.—Appointment of four New York women as committee chairman in the five-year expansion plan recently adopted by the Girl Scout convention in New Orleans, which seeks to increase the membership from 200,000 to 500,000 by 1935, has just been announced here.

Mrs. Arthur O. Choate will be committee chairman of the programme division; Mrs. Nathan L. Miller, chairman of the personnel division; Mrs. Frederick Eddy, chairman of the field division; and Mrs. Giles Whiting, chairman of the business division. All four are officers of the national Girl Scout organization.

That somehow he will be guided to the place where a road ran.

One of the oldest roads in Africa is the slave road, and parts of this still exist. Down this long road, all the way from Uganda to the Coast, the unfortunate slaves were marched in chains. In those days there were great slave markets in Zanzibar. One feels that something of pain and suffering must be left on that road, if our lives mark the road we tread as we mark our countries and our homes.

Paths Made by Animals

It is not only man who makes paths. Animals follow each other until a path is worn, goats and sheep and wild beasts, each treading where another living thing has trod before. There is always wonder and fascination in thinking about those feet that found the path first for others to tread. These African paths run through coarse elephant grass as high as corn, which very often meets over a man's head, through mealy plantations and banana trees, from one mud village to another. They were long before the White Man came to Africa, long before the first road was made. They wind before one into the bush, fascinating and mysterious.

Who has not been thrilled by a white road or path circling a hill. Who has not longed to follow it to the end? A road-may-be company, which explains perhaps how paths first came to be made when primitive man followed primitive man as he followed beast. A road leads to a home at evening, where in open country a man moves naturally in a circle, and may never find his way.

The Old Garden Path

Once in an English garden we knew paths that had long been grown over but kept coming up through the grass and moss. The garden had been moved to the other side of the big house to catch more sun. The original garden was left free to go back in time to meadow. But in many years it did not go back. Always the marks of the fruit trees that were left the paths showed under the moss, straight and regular paths, not like the winding paths of Africa. They showed at night under the moon, the paths on which no one walked, the flower beds where no one sowed. The old garden was there still, like the old paths.

Girl Guides' Grotto

There is not a single girl, I believe, who does not enjoy camping out, but half the art of camping consists in being able to make something out of nothing. The true guide is justifiably proud of the ingenious and useful "gadgets" she can make out of wood and bits of string. Gadgets made by the novices are often inadequate and shaky, usually because the wood is not strong enough for the purpose, or the string is insufficient, or the lashing too loose. But frequently failure is experienced because one of the most primitive and important principles of construction is unknown—the principle of the triangle.

That principle is worth explanation. If four pieces of wood are lashed together to form a square, it is very easy to press it into another shape, unless the lashings are remarkably good. But lash three pieces together to form a triangle, and you will find it impossible to press the triangle into any other shape, and amateurish lashings will not matter so much. For instance, if you make an ordinary boot rack with a front and back frame work, and put several struts (forming triangles) across any two of the corners, it is impossible for the boot rack to collapse sideways if the lashings are fairly firm and the wood is strong.

Any company which hopes to go camping should take square lashing as one of the seven knots for the second class test. It is slightly more difficult than the others, but it is immensely useful. The point is to make the flapping turns really tight. An inexhaustible supply of string is needed for gadget making. It is worth while to set the whole company collecting it some months before going to camp.

Gadget wood is sometimes hard to find on the camp site. Permission to cut wood often has to be obtained, and the cutting is done under the supervision of a guide who knows what pieces to cut and how to cut them. If wood can only be gathered, the guides are shown how to select suitable pieces for their gadgets.

GUESSING TIME

Time and distance are two things about which there is always great difference of opinion, and nearly everyone falls into error when judging time, even when they try to count the seconds. Usually, people who try to count a minute make it from 40 to 45 seconds. If you have not a watch you can mark time exactly with a piece of string and a lead plummet or small weight of any kind. It is used like the pendulum of a clock. If the string is 40 inches long, it will swing three-quarter seconds, and a string 10 inches long will swing half-seconds.

THE CHIEF SCOUT'S SISTER

Despite her seventy-one years, and undeterred by the recent rain, Miss Baden-Powell, sister of the Chief Scout, was recently under canvas in Sussex with detachments of girl guides, states a London writer. With her upright figure and alert manner B.P.'s sister could easily pass for a woman of fifty.

She herself attributes her health and youthfulness to her lifelong passion for camping-out. Miss Baden-Powell spent a fortnight going from camp to camp throughout the South of Britain, and staying a night or two at each.

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This week's "OVERLAND CHINA MAIL" provides a diversity of reading matter which will be highly appreciated by folks in the Old Country and friends in other parts of the world. Remember, the "OVERLAND" is the only weekly news budget published in the Colony which carries illustrations.

Among the main topics in the current number—which should be posted without fail—are the following:—

Startling capture of men suspected to have taken part in a daring China Coast piracy under the leadership of a woman;

Sensational drop of the dollar's value; what the Government of China is going to do about it; the gold basis, etc.;

Prolonged cold snap causing, incidentally, deaths from exposure in Hong Kong and untold suffering elsewhere;

University congregation and notable speeches by the Chief Justice and Governor;

British vessel on fire in the harbour.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and

many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep your journal posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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PIRACIES AND WRECKS

(Continued from Page 5)

effect that whilst the Yuen Lee was swinging, she was struck on the port side by the Japanese str. Taian Maru and that a large hole below the water line was made by the bow of the latter vessel. The Yuen Lee sank within an hour and the wreck was a menace to shipping until the funnel and masts were removed by explosives. The hull, loaded with 3,000 tons of coal, still remains on the bed of the river, but at a depth which causes no inconvenience to ships negotiating the Bend.

November
We came to November 7 when the British str. Mollere swung across the river as a result of parting of her stern mooring ropes caused by the German str. Lahn passing at high speed. The former vessel grounded aft but was later able to resume her position at the buoys. In going through our records we came across several similar instances.

December
On December 17, the Japanese str. Yotorofu Maru, inward bound, collided with H.M.S. Berwick at the British Naval buoy and sliding along the side of the man-of-war did considerable damage to herself and some to the cruiser. She dropped both anchors and swinging

crashed into the French gunboat Marne and then struck the French cruiser Waldeck Rousseau causing some damage and also damaging the buoy.

The last day of the year was not without an accident although not serious. The Dollar liner Frea Jackson whilst swinging at the Dollar Wharf fouled a Chinese Government patrol vessel inflicting some slight damage. The American vessel then drifted and eventually became fast aground where she remained for 12 hours. She was towed off by tugs owned by the Shanghai Tug & Lighter Co.

Accidents off the China Coast.

During 1929
The following shipping disasters and accidents are selected at random and are occurrences at sea which took place at points off the China coast other than in the approaches to Shanghai.

January
January 4. The British str. Taiming struck a submerged object at Tak Hou below Shui Hing. The damage sustained necessitated dry docking.

January 10. The Portuguese str. Tifil and Dilly, collided in the Samshui area, both sustaining damage and necessitating repairs.

January 13. The Chinese m.v. Chingchangli struck a submerged rock off the Tai Chow Islands in a fog. The vessel sank in deep water off Nan Chia Islands. Many were drowned.

January 17. Near Ichang the American str. Chinan struck a rock and sustained considerable damage. The vessel was beached and temporary repairs carried out. Later she came to Shanghai for repairs.

January 30. The German m.v. Hsiang Chi struck a rock in the Upper Yangtze with much damage and was beached. Repairs were carried out at Ichang.

January 30. The British str. Kiating suffered extensive damage to hull and starboard engine after striking a rock in the Ichang area. She underwent repairs at Ichang and Shanghai.

February 17. Chinese str. Pinglu struck a reef in the Upper Yangtze. The boiler room was flooded and extensive damage was done to starboard side. The ship settled on the reef and later was boarded by robbers. Some cargo was stolen and the ship was burned to the water's edge. She became a total loss and finally was blown up on March 15.

February
February 12. H.M.S. Moth struck a rock about five miles below Fung Chuen (Wuchow district). Bottom plating and fore compartment flooded. Vessel settled down on rocks and was refloated on February 19.

She was towed to Hong Kong for repairs by H.M.S. Tarantula.

February 8. The British str. Kiochow grounded on the Dosing Bar (Samshui district). She was refloated and towed to Hong Kong with a broken propeller.

February 27. Near Amoy the boilers of the Chinese str. Siling were fractured and the subsequent escape of steam scalded 10 passengers to death.

February 17. The Chinese Government str. Chinking foundered near Yanglingchi. Casualties unknown.

February 20. In the Yangtze near Hankow the Chinese str. Yochow foundered. All lives saved by British tug Shuncho.

March
March 26. U.S.S. Tutulla struck a rock near Hankow and sustained considerable damage. She was beached in a sinking condition. Temporary repairs were effected and the vessel proceeded to Shanghai for complete repairs.

March 30. The British str. Tungting struck a rock in the middle Yangtze. The damage was extensive and the vessel became a total loss.

Similar accidents occurred to the Japanese str. Wanpu, the Chinese str. Yuhang, and the American str. Mellu. Many other such occurrences are recorded in all parts of the Yangtze.

April
April 18. A large Chinese pas-

senger junk in tow of the Chinese steam launch Tinchin foundered near the Whampoa barrier. The junk was overturned in a heavy squall and over 150 lives were lost.

April 12. Near Ningpo, the C.M.S. Hein Klingteen was on fire at sea. Fire found to be in bulk saltpetre. One passenger was suffocated.

May
May 1. In the Kiangchow area, the French gunboat Regulus was in collision with the Japanese str. Taisan Maru. The Regulus was badly damaged and the merchant vessel sustained damage which necessitated dry docking.

May 13. The Chinese m.b. Man-sang was bombarded at the junction of the north and west rivers. The vessel was carrying Kwangli Straits. She became a total loss. After they had landed, the boat was again bombarded by the Kwangtung gunboat and burnt to the water's edge.

May 8. The N.D.L. str. Travle Kumsing was sunk in a typhoon in struck a rock at Sochiachik, the Samshui district and the crew Huanyu Rock channel. Held in, were rescued by the British str. port side in fore peak. Temporary Tailing. On the same day a large repairs were carried out and the motor launch called the Cheong-vessel entered drydock in Shang-kong was sunk but no lives were lost. She came out some three weeks later and within five hours was involved in a serious collision in collision with the C.N.S. Poyang in the Whampoa which is referred near Nanking. The gunboat's bow

June
June 14. Fire discovered on Chinese junk Kwongfat near Naval dock. Cargo consisted of gasoline

and kerosene. The burning junk drifted to sea and caused great anxiety amongst the shipping. It was flood tide and the junk eventually brought up at Pan Tia Bay near Wei clear of shipping. Four natives were burnt to death.

July
July 13. The N.D.L. Derfflinger was stranded near Tsingtau after striking the Helau Kung Tao Rock on this date. It was not until August 25 that the vessel was made seaworthy by the Shanghai Tug & Lighter Co. and the Old Dock Co.

July 10. Chinese m.v. Hengan was on fire at Chefoo in the Foochow district. Vessel became a total loss.

August
August 18. The Chinese str. Shenglee struck a rock off the south coast of Sand Island in the Hattes Strait. She became a total loss. After pirates had boarded her and the captain and officers were taken off by the pirates for ransom.

August 22. The Chinese str. 24. The N.D.L. str. Travle Kumsing was sunk in a typhoon in struck a rock at Sochiachik, the Samshui district and the crew Huanyu Rock channel. Held in, were rescued by the British str. port side in fore peak. Temporary Tailing. On the same day a large repairs were carried out and the motor launch called the Cheong-vessel entered drydock in Shang-kong was sunk but no lives were lost. She came out some three weeks later and within five hours was involved in a serious collision in collision with the C.N.S. Poyang in the Whampoa which is referred near Nanking. The gunboat's bow

November
November 2. The str. Kwanchi Chinese junk Kwongfat near Naval dock. Cargo consisted of gasoline

engines and crew were robbed of money and clothing. Part of the cargo was stolen and some was thrown overboard.

November 10. The Chinese str. Yungkia struck a submerged rock near Dayunglian and became a total loss. Casualties unknown.

STANDARD TIMES

Sunrise and Sunset in Colony

Sunrise and Sunset in Hong Kong for January (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

| January | Sunrise | Sunset |
|---------|---------|--------|
| | a.m. | p.m. |
| 18 | 7.05 | 6.02 |
| 19 | 7.05 | 6.03 |
| 20 | 7.05 | 6.03 |
| 21 | 7.05 | 6.04 |
| 22 | 7.05 | 6.04 |
| 23 | 7.05 | 6.05 |
| 24 | 7.05 | 6.06 |
| 25 | 7.05 | 6.07 |
| 26 | 7.04 | 6.08 |
| 27 | 7.04 | 6.08 |
| 28 | 7.04 | 6.09 |
| 29 | 7.04 | 6.10 |
| 30 | 7.03 | 6.10 |
| 31 | 7.03 | 6.11 |

Pilgrimages to the grave of the Roman Catholic priest, the Rev. Patrick Power, in Holy Cross Cemetery, at Malden (Mass.), have been forbidden by the Archbishop of Boston, Cardinal O'Connell.

HONG KONG STOCK EXCHANGE QUOTATIONS

Hong Kong.
February 17th, 1930.

| Stock | Closing Quotations 4 p.m. Friday, 17th | Rise or Fall over Week | Approximate yield per cent. on annual dividend | Capital | Number of Shares | Value | Paid up | Reserve | Carried Forward | Date | Last Dividend | When Paid |
|---|---|---------------------------------|---|----------------------------------|------------------------|--------------------|--------------------|---|--------------------|----------|--|-------------------------------|
| Banks | | | | | | | | | | | | |
| H.K. & Shanghai Banking Corp. (London) | \$1,300 b \$1,305 sa \$116 nominal | + \$5.00 | 6 % | \$20,000,000 | 160,000 | \$125 | \$125 | \$6,000,000 \$14,000,000 | \$3,307,812 | 31.12.28 | Final div. \$3 and bonus \$1 making \$4 for 1929 | Pending |
| Chartered Bank of I. A. & C. | \$18 nominal | | 6 % | \$3,700,000 | 600,000 | \$5 | \$5 | \$4,000,000 | \$186,650 | 31.12.28 | Div. for 1928, 20/6d. free I/tax Interim div. of 14% p.a. a/c. 1929 | Sept. 11, 1929. |
| Mercantile Bank of I. A. & B. Co. | \$27 1/2 nominal \$15 1/2 nominal | | | \$1,800,000 | 60,000 | \$25 | \$12 1/2 | \$1,450,000 | \$162,046 | 31.12.28 | Div. for 1928, 16% less I/tax Interim of 8% a/c. 1929 | Sept. 12, 1929. |
| Bank of East Asia, Ltd. | \$96 buyers | | 8 1/2 % | \$10,000,000 | 120,000 | \$100 | \$100 | \$1,500,000 \$310,000 | \$401,740 | 31.12.28 | Dividend of \$6 for 1928 and bonus \$2 making \$8 for 1928 | Feb. 18, 1929 |
| Marine Insurance Co. Canton Ins. Office, Ltd. | \$715 buyers \$710/715 sales | | | \$2,500,000 | 10,000 | \$250 | \$100 | \$1,041,285 \$1,821,710 \$2,381,661 | \$1,657,848 | 31.12.28 | Final of \$22 making \$40 for 1927 Int. of \$18 for 1928 | May 23, 1929 |
| Union Ins. S'ty of C'ton, Ltd. | \$379 b. \$380 sa. | | | \$2,000,000 | 210,000 | \$10 | \$4 | \$200,500 \$208,125 \$234,291 \$612,819 \$200,000 \$447,850 \$150,000 | \$254,170 | 31.12.28 | Final of 16/- for 1927. Interim of 24/- a/c. 1928 | May 24, 1929 |
| Yangtze Ins. Assoc., Ltd. | M. \$50 nominal | | 7 % | \$2,500,000 | 250,000 | \$10 | \$10 | | | | Dividend \$3 1/2 for 1928 | June 28, 1929 |
| China Underwriters, Ltd. | \$2 sellers | - \$0.10 | | \$5,000,000 | 500,000 | \$10 | \$3 | \$152,582 \$4,224 | Dr. \$37,463 | 31.12.28 | none | |
| Fire Insurances | | | | | | | | | | | | |
| China Fire Ins. Co., Ltd. | \$340 buyers | + \$5.00 | | \$2,000,000 | 40,000 | \$100 | \$20 | \$1,000,000 \$759,762 \$1,000,000 \$759,875 \$1,089,490 \$2,452,412 \$1,002,152 \$300,000 \$2,300,000 \$1,799,836 \$512,071 \$100,000 \$126,436 \$100,074 \$50,000 \$1,542 \$369,831 \$438,861 \$135,000 \$200,215 \$250,698 \$364,677 \$236,178 \$127,917 \$100,000 \$160,000 \$98,712 | \$907,311 | 31.12.28 | \$9 and bonus \$6 for 1927 and Interim \$3 for 1928 | May 24, 1929 |
| H'kong Fire Ins. Co., Ltd. | \$820 buyers | | | \$2,000,000 | 8,000 | \$250 | \$50 | | \$675,329 | 31.12.28 | \$43 for 1927 | Mar. 26, 1929 |
| Shipping | | | | | | | | | | | | |
| Douglas Steamship Co., Ltd. | \$25 1/2 nominal | | | \$1,000,000 | 20,000 | \$50 | \$50 | \$126,436 \$100,074 | Nil | 31.12.28 | Div. of \$4 for 1924 | Mar. 28, 1928 |
| H'kong, C. & M. S. B. Co., Ltd. | \$27 1/2 nominal | | 3 % | \$1,200,000 | 80,000 | \$15 | \$15 | \$50,000 \$1,542 \$369,831 \$438,861 \$135,000 \$200,215 \$250,698 \$364,677 \$236,178 \$127,917 \$100,000 \$160,000 \$98,712 | \$86,500 | 31.12.28 | Dividend of \$1 for 1928 | Feb. 19, 1929 |
| Indo China Steam Navigation Co., Ltd. | \$43 nominal \$70 nominal | + \$0.50 | | \$1,200,000 | 120,000 | \$5 | \$5 | | \$15,113 | 31.12.28 | Div. of 12/- at ex. 2/0 1/2 = \$5.94 a/c. 1924 and 1925 on preferred shares Div. of 80/- at ex. 2/6 1/2 = \$11.90 on deferred shares a/c. 1921 | June 19, 1929 May 24, 1928 |
| Star Ferry Company, Ltd. | \$70 buyers | | 5 % | \$1,000,000 | 100,000 | \$10 | \$10 | \$100,000 \$160,000 \$98,712 | \$40,038 | 31.12.28 | Div. \$2 and bonus \$1 1/2 making \$3 1/2 for 1928 | Feb. 15, 1929 |
| Refineries | | | | | | | | | | | | |
| China Sugar Refining Co., Ltd. | \$1 nominal | | | \$2,000,000 | 80,000 | \$25 | \$25 | | nil | 31.12.28 | (In Liquidation) P. 3 a/c. 1928 | April 11, 1929 |
| Malayan Sugar Refining Co., Ltd. | \$27 nominal | | | \$2,000,000 | 14,000 | \$30 | \$30 | | | | | |
| Oil and Mining | | | | | | | | | | | | |
| Kailan Mining Administration | \$55/- nominal | - 2/6 | 7 1/2 % | \$2,000,000 | 250,000 | \$1 | \$1 | | \$307,438 | 30.6.29 | Final of 2/- free I/tax (Coupon No. 35) making 4/- for year ending 30.6.29 | Dec. 19, 1929 |
| Maatschappij tot, &c. Combined | T. 13.60 nominal | | | Tls. 1,825,000 | 250,000 | Glds. 10 | | Tls. 158,156 | Cr. Tls. 45,998 | 31.10.28 | T. 0.50 for year 31-10-27 | April 5, 1928 |
| Do. Langkat-Sing | Tls. 7 1/2 nominal | | | Tls. 3,000,000 | 600,000 | Tls. 5 | | Nil | Dr. Tls. 456,213 | 31.12.28 | T. 7/8 cts. for 1928 | Feb. 15, 1927 |
| Do. Exploration & Development | Tls. 1.30 nominal | | | Tls. 1,250,000 | 250,000 | Tls. 5 | | Tls. 550,000 | Cr. Tls. 16,691 | 31.12.28 | Div. for 1928/1929, 2/6d. Interim of 1/6d. a/c. 1929/1930 | Dec. 12, 1929 |
| Do. Loan and Investment | Tls. 5 nominal | | | | | | | | | | | |
| Raub Australian Gold Mining Co., Ltd. | \$12 1/2 buyers | + \$1.50 | 14 % | \$200,000 | 200,000 | \$1 | \$1 | \$10,000 \$10,000 | \$7,321 | 31.3.29 | Div. for 1928 5/- Interim of 2/- free of Income Tax, a/c. 1929 (Coupon No. 55) | Jan. 6, 1930. |
| Shell T'port & T'ing Co., Ltd. | 95/10 nominal | | 5 1/2 % | \$43,000,000 | 300,000 | \$10 | \$10 | \$6,354,165 | \$237,604 | 31.12.28 | Div. for 1928, Tls. 11 Interim of Tls. 3 a/c. 1929 | Sept. 12, 1929 |
| Docks, Wharves & Godowns | \$144 1/2 b \$145 sa | + \$1.00 | 5 1/2 % | \$4,000,000 | 80,000 | \$50 | \$50 | \$100,000 \$400,000 | \$300,063 | 31.12.28 | Div. \$6 and bonus \$2 making \$8 for 1928 | Mar. 7, 1929 |
| H'kong & K. W. & G. Co., Ltd. | \$31 1/2 nominal | | | \$10,000,000 | 200,000 | \$50 | \$50 | \$3,000,000 | \$121,381 | 31.12.28 | Final div. of \$2 making \$4 for 1924 | Mar. 31, 1925 |
| H.K. & W. Dock Co., Ltd. | Tls. 106 nominal | - T. 1.50 | 7 % | Tls. 2,785,000 | 55,700 | Tls. 50 | Tls. 50 | Tls. 1,350,000 Tls. 950,000 | Tls. 185,762 | 30.4.29 | Dividend of Tls. 7 1/2 for the year ending 30.4.29 | July 27, 1929. |
| S'hai Dock & Eng. Co., Ltd. | Tls. 7 1/2 nominal | | 5 1/2 % | Tls. 5,000,000 | 500,000 | Tls. 5 | Tls. 5 | Tls. 600,000 Tls. 745,012 Tls. 200,000 | Tls. 54,379 | 31.12.28 | Tl. 0.40 for 1928 Div. 8% on Preference shares | Mar. 15, 1929 |
| New Engineering & Shipb'ldg Wks. Ltd. | Tls. 4.75 buyers | + T. 0.50 | | | 500,000 | Tls. 5 | Tls. 5 | Tls. 688,933 Tls. 120,418 Tls. 450,000 Tls. 75,000 Tls. 675,000 | Tls. 17,526 | 31.12.28 | Div. for 1928, Tls. 11 Interim of Tls. 3 a/c. 1929 | Sept. 12, 1929 |
| S'hai & H'kew Wharf Co., Ltd. | Tls. 100 nominal | | 5 % | Tls. 4,000,000 | 40,000 | Tls. 100 | Tls. 100 | Tls. 120,418 Tls. 450,000 Tls. 75,000 Tls. 675,000 | Tls. 17,526 | 31.12.28 | Final div. of \$0.60 on Old and New shares for year ending 31.12.24 | April 8, 1925 |
| Lands, Hotels & Buildings | \$12.55 buyers \$12 1/2/55 sales | | | \$10,000,000 | 1,000,000 | \$10 | \$10 | \$7,000,000 \$250,000 \$50,000 | \$986,078 | 31.12.28 | Final div. \$2 making \$4 for 1929 | Pending |
| H'kong Land Investment and Agency Co., Ltd. | \$65 b. & sa. | | 6 1/2 % | \$6,000,000 | 240,000 | \$25 | \$25 | \$50,000 \$450,000 \$60,000 \$22,588 | \$68,728 | 31.12.28 | Div. 30 cents and bonus 20 cents making \$1 for 1928 | Feb. 8, 1929 |
| H'phreys Estate & F. Co., Ltd. | \$14 b. \$14.20 sa. | + \$0.30 | 7 % | \$1,600,000 | 150,000 | \$10 | \$10 | Tls. 284,018 Tls. 500,000 | Tls. 602,303 | 31.12.28 | Div. for 1928, Tls. 9 Interim of Tls. 3 a/c. 1929 | July 31, 1929 |
| S'hai Land Investment Co., Ltd. | Tls. 172 buyers | | 5 1/2 % | Tls. 7,020,000 | 140,400 | Tls. 50 | Tls. 50 | Tls. 284,018 Tls. 500,000 | Tls. 602,303 | 31.12.28 | Div. for 1928, 60 cents Interim of 30 cents a/c. 1929 | Aug. 12, 1929. |
| H.K. Realty & Trust Co., Ltd. | \$8.90 sellers | + \$0.10 | 6 1/2 % | \$2,000,000 | 200,000 | \$10 | \$10 | \$200,000 | \$11,057 | 31.12.28 | Div. for 1928, Tls. 0.60 Interim div. of T. 0.40 a/c. 1929 | Aug. 23, 1929 |
| Cotton Mills | | | | | | | | | | | | |
| Ewo Cotton Mills, Ltd. | Tls. 15.00 buyers Tls. 15.00/75 sa. Tls. 107 nominal | + T. 0.25 | 3 % | Tls. 5,000,000 Tls. 1,000,000 | 150,000 10,000 | Tls. 5 Tls. 100 | Tls. 5 Tls. 100 | Tls. 2,000,000 Tls. 1,000,000 Tls. 500,000 Tls. 204,750 Tls. 1,000,000 Tls. 480,000 Tls. 800,000 Tls. 250,000 Tls. 300,000 Tls. 40,000 | Tls. 4,950 | 31.12.28 | Div. of Tls. 2 1/2 for Old Tls. 1 1/2 for New for half year ending 31.10.29 Final call of Tls. 25 on new shares payable 29 Jan., 1930 | Nov. 25, 1929 |
| Shanghai Cotton Manufacturing Co., Ltd. | (Old) Tls. 83 b. (New) Tls. 54 n. | | 6 1/2 % | Tls. 4,000,000 | 80,000 | Tls. 50 | Tls. 50 | Tls. 480,000 Tls. 800,000 Tls. 250,000 Tls. 300,000 Tls. 40,000 | Tls. 228,325 | 31.10.29 | Tl. 0.50 for year ending 30 June, 1929 | Oct. 11, 1929 |
| Do. | | | 4 % | Tls. 2,000,000 | 40,000 | Tls. 50 | Tls. 25 | | | | Final 46 cts. making 70 cts. for year ending 30.9.29 Fin. div. of 80 cts. on Old, 77 cts. on Bonus and 18 cts. on New shares for year ending 31.12.24 | Dec. 23, 1929. |
| Zoong Sing Cotton Mills, Ltd. | Tls. 10 nominal | | 6 % | Tls. 2,000,000 | 200,000 | Tls. 10 | Tls. 10 | Tls. 300,000 Tls. 40,000 | Tls. 10,304 | 30.6.29 | Div. of \$1.25 for 1928 | Mar. 4, 1929 |
| Miscellaneous | | | | | | | | | | | | |
| China Light & Power Co., Ltd. | \$19.80 s \$19.85 sa | | 3 % | \$4,000,000 | 800,000 | \$5 | all | \$55,710 | \$77,905 | 30.9.29 | Div. of 80 cts. on Old shares and 10.66 cts. on New shares for 1925 | Mar. 17, 1928 |
| China Prov. L. & M. Co., Ltd. | \$5 1/2 b. \$5.45 s. | | | \$3,000,000 | 600,000 | \$5 | all | \$685,603 | \$69,040 | 31.12.28 | Div. of \$2.50 on Old and \$1.25 New shares for year ended 31.12.28 | Mar. 22, 1929 |
| Dairy Farm, Ice & Cold Storage Co., Ltd. | \$20 1/2 sellers | + \$0.50 | 6 % | \$1,500,000 | 200,000 | \$7 1/2 | \$7 1/2 | \$50,000 \$60,000 \$200,000 \$110,000 | \$25,286 | 31.12.28 | Div. of 12.5 for 1928 | Mar. 4, 1929 |
| Green Island Cement Co., Ltd. (Comb.) | \$15 b. & sa. s \$15 1/2 buyers \$11 1/2 buyers \$3 1/2 buyers | + \$0.20 | | \$3,000,000 \$5,000,000 | 400,000 400,000 | \$7 1/2 \$7 1/2 | \$7 1/2 \$1 | \$400,000 \$500,000 | \$9,902 | 31.12.28 | Div. of 80 cts. on Old shares and 10.66 cts. on New shares for 1925 | Mar. 17, 1928 |
| Hong Kong Electric Co., Ltd. | \$71 1/2 a. \$71 sa. | - \$0.25 | 5 % | \$6,000,000 | 600,000 | \$10 | \$10 | \$2,800,000 | \$97,181 | 31.12.28 | Div. of \$2.50 on Old and \$1.25 New shares for year ended 31.12.28 | Mar. 22, 1929 |
| Hong Kong Rope Mfg. Co., Ltd. | \$7.60 buyers | | | \$2,000,000 | 200,000 | \$10 | \$10 | \$10,000 | \$101,726 | 31.12.28 | Fla. div. of 85 cts. on Old 25 cts. on Bonus, 18 cts. on New shares for year ending 31.12.24 | Feb. 28, 1925 |
| Hong Kong Tramways, Ltd. | \$18.70 b. \$18.80 s. | | 7 1/2 % | \$3,250,000 | 650,000 | \$5 | \$5 | \$100,000 | \$245,740 | 31.12.28 | Div. for 1928, \$1.40 Interim of 50 cents a/c. 1929 | Aug. 27, 1929 |
| Peak Tramway Co., Ltd. (Old) | \$11 1/2 nominal | | | \$750,000 | 25,000 | \$10 | \$10 | \$150,000 \$25,958 | \$13,615 | 30.4.29 | 10% for year ended 30.4.29 | June 7, 1929 |
| Do. (New) | \$9.05 nominal | | | | 50,000 | \$10 | \$5 | | | | | |
| Union Waterboat Co., Ltd. | \$23 1/2 nominal | | 6 1/2 % | \$350,000 | 50,000 | \$7 | \$7 | \$45,000 \$7,732 \$71,969 \$64,426 | \$6,231 | 31.12.28 | Div. of \$1.25 and bonus 25 cents per share a/c. 1928 | Jan. 31, 1929 |
| Watson (A. S.) & Co., Ltd. | \$11.20 buyers | + \$0.10 | 7 % | \$1,200,000 | 120,000 | \$10 | \$10 | \$600,000 | \$62,044 | 31.10.28 | Div. 80 cts. for year ended 31.10.28 | Mar. 28, 1929 |
| William Powell, Limited | \$2 1/2 nominal | | 10 % | \$84,000 | 42,000 | \$2 | \$2 | \$10,000 | \$5,260 | 29.2.29 | Dividend 25 cents for 29.2.29 | June 10, 1929 |
| Lane, Crawford, Ltd. | \$2.20 buyers | | | \$900,000 | 150,000 | \$6 | \$6 | \$20,000 | \$6,142 | 28.2.29 | Div. 30 cts. for year ending 28.2.29 | April 24, 1926 |
| H.K. & C'ton Ice Manu. Co., Ltd. | \$2 1/2 nominal | | | \$200,000 | 40,000 | \$5 | \$5 | | \$6,142 | 31.7.29 | none | |
| H.K. Eng. & Cons. Co., Ltd. | \$10 nominal | | | \$1,000,000 | 100,000 | \$10 | \$10 | \$175,000 | \$442,576 | 31.12.28 | Dividend of 6% for 1928 | Feb. 21, 1929 |
| China General Omnibus Co., Ltd. | Tls. 15 1/2 buyers | | | Tls. 1,000,000 | 100,000 | Tls. 10 | Tls. 10 | Tls. 175,000 | Tls. 15,938 | 31.12.28 | Deferred | |
| Hong Kong Amusements, Ltd. | \$28 buyers | | 14 1/2 % | \$200,000 | 20,000 | \$10 | \$10 | \$170,044 | \$47,115 | 31.8.29 | Div. for 1928, 8% Interim of 4% a/c. 1929 | July 24, 1929 |
| Hong Kong Telephone Co., Ltd. | \$9.55 buyers | | | \$5,000,000 | 500,000 | \$10 | \$10 | \$200,000 | \$20,360 | 31.12.28 | Div. for 1928, 8% Interim of 4% a/c. 1929 | Sept. 18, 1929 |
| Singapore Traction Co., Ltd. (Ord.) | 10/- nominal | | | \$400,000 | 40,000 | \$10 | \$10 | \$10,000 | \$2,539 | 30.9.28 | 5% on Preference shares subject to Income Tax | Feb. 4, 1929 |
| Chinese Estates, Ltd. | 10/- nominal | | 4 % | \$3,000,000 | 30,000 | \$100 | \$100 | \$155,500 | \$345,455 | 28.2.29 | \$4 for year ending 28.2.29 | June 5, 1929 |
| Caldbeck, Macgregor & Co., Ltd. (Ord.) | Tls. 11 nominal | | | | 100,000 | Tls. 10 | Tls. 10 | | | | First year | |
| Do. | Tls. 10 nominal | | | | 200,000 | Tls. 10 | Tls. 10 | | | | | |

| | | | | |
|--------------------------------|------------------------------|---|--------------------------------|--------------------------------|
| Building Reserve Account | Underwriting Account | 1) First issue of 120,000 of which 70,411 unallotted. | 17) Cotton Fluctuation Account | 29) 200,000 shares unissued. |
| Investment Fluctuation Account | Legal Reserve Fund | 2) 20,000 shares unissued. | 18) 150,000 shares unissued. | 30) 200,000 shares unissued. |
| Depreciation Fund | Repairs and Renewals Account | 3) 250,000 shares issued. | 19) 100,000 shares unissued. | 31) 10,422 shares unissued. |
| Reserve for Depreciation | Share Reserve Fund | 4) 500 shares unissued. | 20) 200,000 shares issued. | 32) 140,000 shares fully paid. |
| Reserve for Depreciation | Underwriting Reserve Account | 5) 22,277 shares unissued. | 21) 1,000 shares unissued. | 33) 34,701 unissued. |
| Old Reserve Fund | Special Reserve Fund | 6) Typhoon and Floods Insurance Fund | 22) 1,000 shares unissued. | 34) 4,500 shares unissued. |
| Reserve for Depreciation | Share Fluctuation Account | 7) 200,000 shares unissued. | 23) 1,000 shares unissued. | 35) 13,500 shares unissued. |
| Reserve for Depreciation | Extra Reserve Fund | 8) 22,971,591 shares issued. | 24) 1,000 shares unissued. | 36) 20,000 shares unissued. |
| Reserve for Depreciation | Cattle Reserve Fund | 9) 123 shares unissued. | 25) 25,000 shares unissued. | 37) 60,000 shares unissued. |
| Reserve for Depreciation | Reserve for New Plant | 10) 500,000 shares issued. | 26) 600,000 shares unissued. | 38) 4,000 shares unissued. |
| Reserve for Dep | | 11) 50,000 shares unissued. | 27) 60,000 shares unissued. | 39) 60,000 shares unissued. |
| | | 12) 50,000 shares unissued. | 28) 67,540 shares issued. | |

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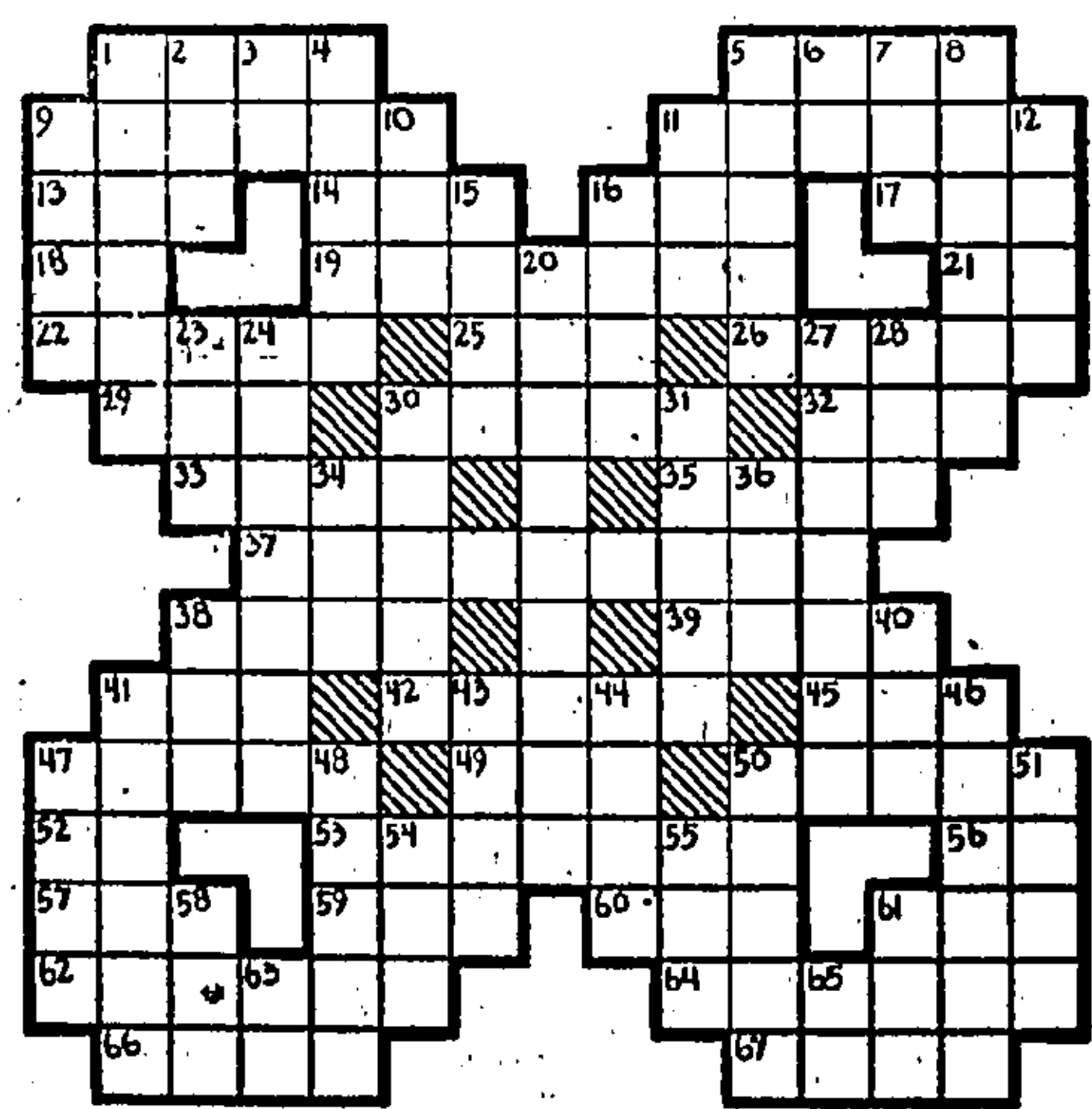
THE HONG KONG BENEVOLENT
SOCIETY

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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plus, and altho.)



HORIZONTAL

- 1-Develop
- 2-Arrange
- 3-A brave person
- 4-Sogine
- 5-Very warm
- 6-Look at
- 7-Vocal sound made in contempt
- 8-More names
- 9-Prefix. Well
- 10-American author
- 11-Ahead
- 12-To put on
- 13-Silk
- 14-Last part of an ancient lyric ode
- 15-To plead (slang)
- 16-A variety of fishing line
- 17-Exile
- 18-Blow with open hand
- 19-A sea-weed
- 20-Chloro
- 21-Balabur
- 22-A variety of chess
- 23-Talk nonsense (slang)
- 24-Tumble
- 25-To avoid continuing
- 26-Children (contemptuous)

HORIZONTAL (Cont.)

- 27-One (Scott.)
- 28-Essential oil of rose
- 29-N. Central State of U. S. (abbr.)
- 30-Wife of David
- 31-State of U. S. (abbr.)
- 32-Point of compass
- 33-Brownish color
- 34-Roman number
- 35-Endurance
- 36-Sea west of Greece
- 37-Observed
- 38-Have a mind to
- 39-Vertical
- 40-To establish
- 41-Decay
- 42-King of Babylon
- 43-Squander
- 44-Bolts and nuts
- 45-Each (abbr.)
- 46-Prefix. Three
- 47-Proceeds with long steps
- 48-National Education Association (abbr.)
- 49-The sun

VERTICAL (Cont.)

- 12-Mentally sound
- 13-Ireland (post.)
- 14-To rear, as a deer
- 15-Blanching
- 16-Prefix. Assunder
- 17-Most unlight
- 18-Imposing parade
- 19-Girl's name
- 20-Petty disputes
- 21-To classify
- 22-Southern constellation
- 23-Doctor's degree (abbr.)
- 24-Siege
- 25-Be tangled
- 26-Confers
- 27-Paroxysm
- 28-Lark
- 29-The great Indian crocodile
- 30-Centimetre for meat
- 31-A silk fabric
- 32-Sanction
- 33-Shower
- 34-Intarlet
- 35-Roman number
- 36-Rather than
- 37-A small town (abbr.)
- 38-Of age (Latin)
- 39-A metal (abbr.)

STORIES OF WAR AND PEACE

["Lord D'Abernon's Diary," an Ambassador of Peace, Volume II—The Years of Crisis (with Portraits), Hodder & Stoughton, 21/- net.]

Volume II of Lord D'Abernon's Diary continues the story of post-war negotiations between the Allies and Germany, but the character of these negotiations altered with the change of years. Instead of a sterile discussion, mainly on figures, the period now described—the close of 1922 and the whole of 1923—is marked by dramatic action.

Veiled though they were by political reserve and diplomatic finesse, there existed an acute divergence of aims, a bitter conflict of wills.

The issue was not whether the German Treasury should pay a million marks more or less: it was whether Germany as a political power should continue to exist as a leading force in the European conclave.

Few of those not in the inner councils of diplomacy and statesmanship fully grasped at the time the danger of the crisis which Europe traversed in 1923. Few are aware of it to-day. Readers of Lord D'Abernon's Diary will realise that if the French occupation of the Ruhr, which was carried through in January, 1923, had met with the tranquil success anticipated by its authors, Germany would have been deprived of her richest province—the source of the greater portion of her industrial strength. Economically, militarily and politically, she would have sunk to a subordinate position in the second rank.

The consequences did not stop there. So severe an amputation as the Ruhr could not have been endured by the Reich without subversive political reaction. Disruption would have occurred; provinces would have broken away; only the most violent political parties would have been listened to—sober statesmanship would have had no popular support.

The position of Europe would have been similar to that which resulted from the Peace of Tilsit in 1807. Indeed, the danger of subservience to military power from which Britain had saved Europe on four historical occasions—in the days of Philip of Spain; of Louis XIV.; of Napoleon, and of the Emperor William—might have become an accomplished fact. Britain had opposed the occupation of the Ruhr from the beginning, and had refused to be associated with it, not only on legal grounds, but from an instinctive distrust of so violent a policy and of its possible consequences and developments.

Lord D'Abernon's Diary reveals the true situation in 1923, and records the bitter struggle which ensued. On the one side, a determination so to weaken Germany as to render her innocuous for all time, even at the risk of political convulsion menacing the whole structure of Europe; on the other side, a firm, pacific will, bent on restoring harmony between enemies, resolute on the appeasement of animosities, and directed to the restoration of reciprocal security. The conflict was prolonged for months after months. No final result was achieved during 1923, but by the close of that year the darkest moment was passed. Volume III. will record the years of recovery. Apart from the record of the Diary, Lord D'Abernon has added new sketches of political celebrities with whom he has been in contact or in controversy. Notable among these are pages on Asquith, Winston Churchill, and Poincare, not less brilliant and revealing than those on Lloyd George, Curzon, and Balfour. The Preface contains an analysis of the character of the French nation—a penetrating study of their strong and weak points, based upon intimate knowledge and long experience. Written with friendly appreciation, this forms a brilliant counterpart to the description of the German nation, which was so notable a feature in Volume I.

Whether as lawyer or statesman the Earl of Birkenhead has proved himself one of the greatest orators of modern times. This volume shows many facets of Lord Birkenhead's genius; as a lawyer his observations in the House of Lords on Divorce Law Reform; as a practical politician, his speeches on Votes for Women, and Reform of the House of Lords; as a statesman, his views on Idealism in International Politics; as a man of letters, his addresses on Sir Walter Scott, and Gray's Inn. These and many other speeches only serve to emphasise the fact that this great lawyer "touched nothing that he did not adorn."

The speeches and addresses now published are selected from those delivered throughout Lord Birkenhead's public career. In many of them the points at issue then are points at issue now, and the ex-Lord Chancellor's keen acumen and potent logic will do much to give the reader a clearer view of vital matters of the day. But in addition to all this the present volume will be a source of sheer delight to the many thousands who love clarity of thought and simplicity of language, who appreciate, in short, good English.

There is little doubt that history will record Lord Fisher as being the most remarkable Briton that the first two decades of this century have seen. His was a phenomenally successful sailor; wherever he served, on that part of the globe, for the moment, was the attention of the Navy riveted. As an Admiral in command of the Mediterranean Fleet he earned the golden opinion of all officers serving under him.

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His stormy life sheds a lurid light on the pusillanimous actions of our Government in peace time, and the inefficiency with which the War Council conducted the business of the War during the early months of hostilities. He possessed a wonderful personality, was a most forcible and entertaining writer, as the letters published in the book show.

There is not the slightest doubt that Lord Fisher, more than any one else, was responsible for our unassailable supremacy at sea during the Great War. In this book the truth, so far as it can be ascertained, is told without fear or favour.

BIRKENHEAD'S SPEECHES

["The Speeches of Lord Birkenhead," with a Preface by the Rt. Hon. Lord Hugh Cecil, P.C., M.P., Cassell & Co., Ltd., 12/6d.]

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There is not the slightest doubt that Lord Fisher, more than any one else, was responsible for our unassailable supremacy at sea during the Great War. In this book the truth, so far as it can be ascertained, is told without fear or favour.

There is little doubt that history will record Lord Fisher as being the most remarkable Briton that the first two decades of this century have seen. His was a phenomenally successful sailor; wherever he served, on that part of the globe, for the moment, was the attention of the Navy riveted. As an Admiral in command of the Mediterranean Fleet he earned the golden opinion of all officers serving under him.

As Second Sea Lord he introduced the New Scheme of Naval Education, the chief feature of which was common entry for executive and engineer officers. He was a member of the Committee of Three who were responsible for the reform of the War Office.

As First Sea Lord he reorganised the Navy from top to bottom; scrapped all the useless ships; introduced the nucleus crew system of manning the ships in reserve, thereby immeasurably increasing the efficiency of the Navy in war. He introduced the Dreadnoughts, the long-range fighting capital ships, so cleverly that we obtained a two-year start over other countries.

The whole of the Navy at the time of Jutland was practically his creation. He was bitterly assailed by Lord Charles Beresford and other malcontents; and, although deserted by the politicians of the day, came out in the end victorious. Queen Victoria had a great regard for him; he might without great exaggeration be called a personal friend of King Edward.

He was recalled in November, 1914, to repair the mistakes made by the Admiralty during the first few months of the War, and immediately planned, and sent, the large cruisers to annihilate Admiral Von Spee's squadron at the Battle of the Falkland Islands.

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The China Mail

Saturday, January 18, 1930.
Twelfth Moon, 19th Day.

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1845

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HONG KONG, SATURDAY, JANUARY 18, 1930.

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POST OFFICE NOTICE.

NOTICE

Holders of Wireless Licences are advised that under the Wireless Telegraphy Regulations all such licences expire on December 31, and that licences for the new year must be renewed as early as possible during the month of January.

List of vessels to be expected in wireless communication with Hong Kong Radio:—Khiva, Zarich Moor, Linan, Dell Maru, Cremer, Royal Prince, Suisang, Tونغawa Maru, Palembang, Canton, Menado Maru, Tjisondari, Hongkong, and Takada.

INWARD MAILS

| From | Per |
|---------------------|-----------------------|
| Java | SATURDAY, JANUARY 18. |
| Shanghai and Swatow | Tjisaroen |
| Shanghai and Amoy | Nanchang |
| Amoy | SUNDAY, JANUARY 19. |
| Straits | Tjibadak |
| Shanghai | Takada |
| Sandakan | Haruna Maru |
| Manila | Onderkerk |
| Japan and Shanghai | Daviken |
| Japan | President Taft |
| Japan and Shanghai | Tenyo Maru |
| Japan | Montevideo Maru |
| Japan and Shanghai | Antenor |

OUTWARD MAILS

| For | Per |
|--|-------------------------------|
| Fort Bayard | SATURDAY, JANUARY 18. |
| Straits and Calcutta | Wing Lee |
| Saigon | Borneo Maru |
| Sam Shui and Wuchow | Helikon |
| Manila | Kong Ning |
| Amoy | President McKinley |
| Shanghai | Shirala |
| | Glengarry |
| | Registration Jan. 18, 5 p.m. |
| | Letters 6 p.m. |
| | SUNDAY, JANUARY 19. |
| Formosa via Swatow and Amoy | Canton Maru |
| Bangkok via Swatow | Kalgan |
| Swatow, Amoy & Foochow | Hai Ning |
| | MONDAY, JANUARY 20. |
| Manila | Onderkerk |
| Shanghai | Haruna Maru |
| Swatow | Hydrangea |
| Straits | Antiochus |
| Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C. | President Taft |
| | (Due Victoria, B.C., Feb. 7.) |
| | Parcels Jan. 20, 3 p.m. |
| | Registration 4.15 p.m. |
| | Letters 5 p.m. |
| "Shanghai and Europe via Siberia" | President Taft |
| | Registration Jan. 20, 5 p.m. |
| | Letters 6 p.m. |
| Swatow and Amoy | Anhui |
| Swatow | Sinkiang |
| | TUESDAY, JANUARY 21. |
| Manila | Tjibadak |
| Straits and Calcutta | Takada |
| | Parcels Jan. 21, 11.30 a.m. |
| | Letters 12.30 p.m. |

* Superficial correspondence only.

EGYPT'S WEALTHY DRUG FIENDS

£13,500,000 A YEAR SPENT ON
NARCOTICS

EUROPEAN FACTORIES

Cairo, Yesterday.
On the eve of his departure to attend the opium conference at Geneva, Russel Pasha issued a report stating that it is not improbable that there are 600,000 drug addicts in Egypt, who are spending roughly £13,500,000 annually on drugs. He asserts that a Swiss firm in 1928 manufactured 3,349 kilos of heroin, which is two and a half times the world's legitimate requirements. The report adds that this is only one of several similar factories in Central Europe.—Reuter.

MURDER TRIAL

Echo of Textile Strike
Disturbances

Gastonia, Yesterday.
The trial of five men charged with the alleged second degree murder of Mrs. Ella May Wiggins in September, 1929 (the woman who was in a lorry load of strikers), has been removed to Charlotte, North Carolina on the application of the prosecution.—Reuter's American Service.

[Mrs. Wiggins was killed by a bullet fired at a lorry load of strikers proceeding to a trade union demonstration, in connection with the textile industry strike at North Carolina in September.]

COST OF LIVING

Said To Be Cheaper in
Britain

Rugby, Yesterday.
A slight fall in the cost of living is recorded in the monthly return of the Ministry of Labour, which states that on January 1, the average level of commodities was approximately sixty-six per cent. above that of July 1914. The corresponding figure for one month ago and one year ago was sixty-seven per cent.—British Wireless Service.

H.K. BANISHEES

Canton to Give Them
Asylum

Canton, Yesterday.
Having regard to the deplorable condition of the destitute banished from Hong Kong, the officers in charge of the Asylum for the Poor are now giving them aid, on condition they have been jobless in Hong Kong before being admitted.—Canton News Agency.

U.S. FINANCE

Review by National City
Bank President

BRIGHT PROSPECTS

Following up the report of the results of the National City Bank of New York for the year ended December 31, 1929, comes the report of the speech by Mr. Charles E. Mitchell, Chairman of the Board of Directors, at the annual meeting of the Bank held in New York on January 14:—
"The National City Bank of New York showed net earnings last year after reserves for taxes, pensions, death benefits and management funds of U.S. \$25,587,841, according to Chairman Charles E. Mitchell, who addressed the shareholders of the institution at the annual meeting. The meeting resulted in the reelection of Directors for the ensuing year.

"Out of these profits was applied according to the fixed rule, Mr. Mitchell explained, a contingency reserve of U.S. \$18,510,000 were paid, and after year-end adjustment a balance of U.S. \$9,406,327 was carried to undivided profits as against U.S. \$5,817,659 similarly carried to undivided profits at the previous year-end.

"Mr. Mitchell noted an increase in the number of shareholders to 62,668 at the end of last year from 18,402 a year ago, this wider distribution being largely the result of the reduction of the par value of the stock from U.S. \$100 to U.S. \$20 per share effective last February 15.

"Discussing general conditions, Mr. Mitchell said with the lessening demand for credit in stock market, interest rates have fallen to normal figures, and considerable sums of foreign capital which had been employed here either in the form of loans or investments have been withdrawn. This return flow tends to restore international equilibrium, which had been disturbed by our importations of gold in preceding months of the year, and to prevent more normal credit conditions the world over. Fall of prices on New York Stock Exchanges has been accompanied by similar movements on the Stock Exchanges of Europe, and the aggregate effect is a substantial lowering of interest rates in all money markets.

"Industrial production in the first half of the year was at a rate never before equalled, and notwithstanding the slackening in the last half the year's total probably has not been equalled in our history. The country has also made a new high record in foreign trade in past year. With allowance for decline of prices from post war peak the aggregate figures are greater than in any previous year. "All in all the past year has cleared itself with difficulties to be sure, of the dangers that menaced it from its very start. The correctives have caused the New Year to begin with somewhat diminished business activity, but the business organisation is not incapacitated in any respect nor is the physical wealth of the country impaired. Quite generally industry and trade are more adequately financed than at any time in the past. No serious disturbance of commodity prices has occurred. The decline of interest rate is favourable to enterprise, and the amount of constructional work planned for is greater than usual. A general feeling of confidence exists throughout the country. In view of these conditions, it does not appear probable that business will remain below the normal stage of activity for any protracted period."

MASS POISONING TRIALS OPEN

RENOWNED VILLAGE BEAUTIES
FACE MURDER CHARGES

GOULISH CRIMES

Budapest, Yesterday.
The mass poisoning trials have been resumed at Szolnok, where two prosperous, middle aged matrons, once renowned village beauties, were brought up. One, Madame Foldvari, vehemently denied the charges of murdering her mother, husband, and sweetheart. The other accused, Madame Michael Kardos, denied that she gave Foldvari's husband poisoned wine on the occasion of Foldvari's paying a joint call. Madame Kardos also denied poisoning her own child from her first marriage, and declared that the latter was poisoned by a disreputable midwife who committed suicide.—Reuter.

COTTON TRADE

Organisations Agree to
Amalgamate

London, Yesterday.
The Lancashire cotton trade, is the first staple industry to take steps to profit from Mr. J. H. Thomas's financial assurances. The executive joint committee of cotton trade organisations in Manchester has lengthily considered the ways and means to formulate practical schemes, and has decided to encourage the principle of amalgamation. Various sections in the industry will make a definite announcement on the proceeding in the iron and steel industry, with a view to the considerable extension of the movement towards amalgamation and reorganisation.—Reuter.

SEVEN-HOUR DAY

Coal Mines Proposal
Rejected

Geneva, Yesterday.
The preparatory technical conference on the conditions of work in the coal mines rejected by 18 votes to 11 the British proposal for a seven and a half hour day, the minority consisting of nine workers delegates and the British and Dutch Governments' delegates.—Reuter.

ADVICE TO U.S.A.

Warned That It Is Still
Adolescent

Philadelphia, Yesterday.
General Smuts who is leaving for England to-day has given Americans some valuable parting advice.
Admitting that America is a young country, possessing amazing World Power he warned the country that it is still in a state of adolescence, and adolescents had a tendency to employ power mischievously. General Smuts believed that the country would gain in wisdom and it had already shown itself liberal minded.

"Greatness of strength in a nation," General Smuts declared, "only excite envy and malice in other nations unless it is mellowed by kindness made gracious by benevolence."
General Smuts closed with a plea for America to accept its responsibilities as one of the World Powers.—Reuter.

HOW QUIET

Assurance to Foreign
Residents

The situation at Holhow, states a British Naval Communication, is at present quiet.
No trouble is anticipated and it is not likely that foreigners will be interfered with.
The foreign community at Holhow is: 6 British; 2 French; 1 Danish; 16 American and 12 Japanese.

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BAKHMANN and
MISS OLGA
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Acrobatic-Dancers.
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At 2.30, 5.10, 7.15 & 9.20.

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A picture that will stir you to the depths!
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and GRETA NISSEN

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AT 2.30, 5.15, 7.15 & 9.20.

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